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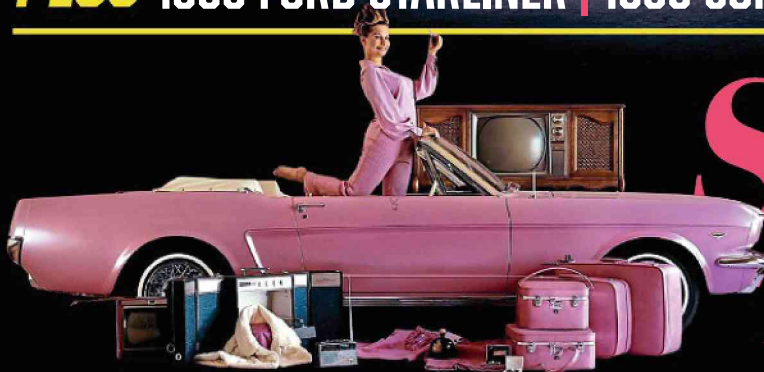
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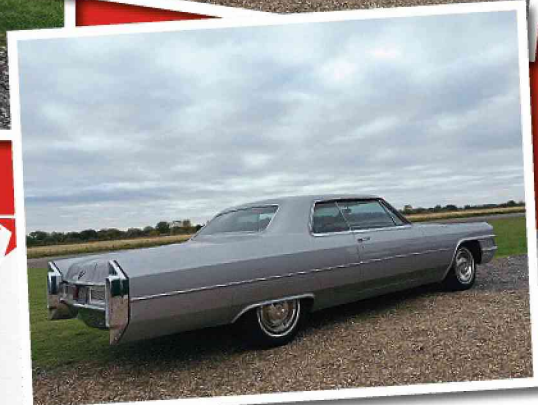
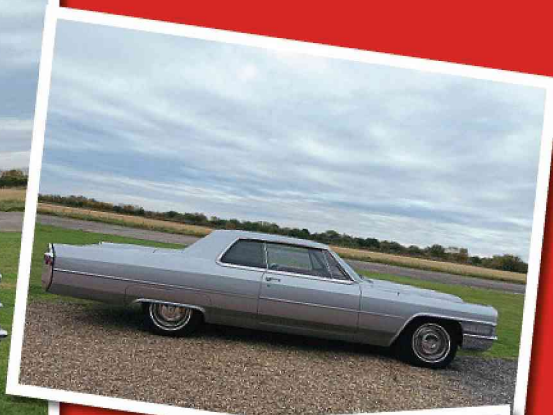
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Ben Klemenzen

Viewpoint



Beneath the surface...

Welcome to 2016! We're kicking the year off with a bang and showcasing (as we do every February!) the car which won the Footman James Car of the Year competition. Expertly photographed by Mark Fagelson, the 1970 Plymouth 'Cuda belonging to Steve Hurd takes pride of place not only on the cover – we delve beneath its shiny surface in a special seven-page feature starting on page 34 to find out why it secured this annual accolade.

New year always brings new hope, new ideas and a renewed enthusiasm. While spring may seem a long way off, it won't be long until the first events on the *Classic American* car calendar have started to take place, from the NSRA Swap Meet at Arena Essex to Wheels Day on Good Friday. Already the days are getting longer. Maybe now is the time to thin your fleet of cars down, get rid of all those spares for that car you had one or two decades ago (but just hang on to, just in case, you know..!).

Or maybe now is the time to start looking for that car, truck or motorhome you've always promised yourself, or even finally dip your toe into the murky waters of American car ownership.

In any of these cases, may I direct your attention to the classified pages in the back of *Classic American*, starting on page 110. It's free to advertise in these, they appear for three months (but can be renewed by phone or email) and you can either do it old school and fill in a form and send in the coupon and/or a photograph, or do it online at www.classic-american.com. Not only does it cost nothing, but it gets you in front of like-minded *Classic American* car folk, with none of the frustration, scamming and time-wasting nonsense of certain web-based auction sites.

All that remains is for me to wish you a very happy 2016, may all your American automotive dreams come true – petrol at under £1 a litre is a pretty good start, let's enjoy it while we can!



Ben Klemenzen, editor
bklemenzen@mortons.co.uk



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claremont CORVETTE



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Australians choose V8 Mustangs

First batch of new Mustangs arrive down under...
and most are V8s

For the first time in its 51-year history, Ford's Mustang is being produced with the steering wheel on the right as factory specification for more than 25 right-hand-drive markets. One set of buyers quick to act were the Australians. More than 3000 Aussies placed orders and more than 80% of them paid their deposits before a single car was even shipped. Apparently that's more than triple the number of orders Ford of Australia has received for its home-grown Falcon model.

No doubt this is partly due to Australia's native full-size, rear-wheel-drive muscle cars; the Ford Falcon and Holden Commodore (and variants, such as the Ute) ending production in 2016 and 2017 respectively following poor sales. Australians have already ordered nearly twice as many Mustangs as UK buyers, despite their smaller population, although four out of five buyers in the UK have gone for the V8 version too.

This is the first Mustang to be developed in-house by Ford in right-hand-drive configuration. They are built on Ford's Flat Rock, Michigan, assembly line alongside the left-hand-drive, home market cars. Mustangs began arriving in Australia and New Zealand in early December – both islands seeing an initial batch of around 500 cars. Australians have tended to order the cheaper coupe rather than the convertible, but it's said 86% of the Aussie orders are for the high-performance 435bhp 5.0-litre GT.

In an interview for Australian website Drive, Ford Australia CEO Graeme Whickman said the first shipment of Mustangs was sent to Australia ahead of the car's official December release. "We're a smidge over 3000 orders now, we're getting a pretty regular trickle of interested people. We've had hundreds at our roadshow events putting orders



On board the ro-ro.

basically quicker than we can write them out. It has been incredible, probably our closest equivalent to the Beatles' first trip to Australia," he joked.

Although it was confirmed in October that the GT350 model won't be available in right-hand drive, Australians are getting the base model 2.3-litre EcoBoost-engined Mustang and the flagship GT 5.0-litre V8 Coyote-engined cars. Both will be available either as six-speed manual or six-speed automatic with steering wheel paddles. Mustangs also feature fully independent rear suspension for the first time, plus a limited slip diff and a torque vectoring system to help guide the car through corners.

Vindicating Ford's decision to offer the V8, Whickman explained that although most orders were for the V8, more will come for the 2.3 litre (as used in the Focus RS.) "We anticipated we'd see a heavy V8 mix at the beginning – we're only seeing about 10-15% for the EcoBoost, but I see that will get bigger as we go on. We'll see the percentage of EcoBoost increase, the hidden gem will be the 2.3

litre – I think people will be surprised when they drive it."

Those interested in either Mustang but have yet to put their name down face a wait of around 10 months to get a Mustang, but Whickman said Ford was working hard to meet demand and lower the waiting time on orders already made. "The combined wait is out to August, September 2016 with the current orders we have. We're working on a daily basis and doing what we can."

Ford has now received expressions of interest from more than 15,000 Aussie enthusiasts and the demand for the V8s in Australia is high. That's in spite of Ford's decision to delete a burnout function available in other markets. The technology, referred to as the 'electric line-lock feature,' and popular on drag racing cars, works by locking on the front brakes with the push of a button, enabling the rear wheels only to spin. But, according to Ford, it won't be offered in Australia because of anti-hooning laws. MR



Arrival at the docks.



Want to buy a brand new classic?

Here's an interesting one. Stateside, the signing of President Obama's Fixing America's Surface Transportation Act, also known as HR 22, has included a SEMA-sponsored provision that will allow the low-volume production of 'replica' vehicles – cars and trucks that, styling wise, resemble vehicles produced at least 25 years ago or more. The provision to build such vehicles will require the securing of intellectual property rights from the car's original manufacturer (for example if you wanted to build a 1970 replica Chevy Chevelle, having IP rights from GM is essential).

And because these replica vehicles resemble older cars and trucks, they are exempt from regular motor vehicle safety standards. However, small-volume manufacturers will be required to install powertrains that meet EPA emissions requirements for the model year in which the replica vehicle is produced, though engines from other EPA-certified vehicles from that model year can be used. Replica manufacturers will also be required to register with and file annual production reports with the National Highway Traffic Safety Administration, which can be revoked if a manufacturer becomes non-compliant.

Despite some of these provisions (for example, a 428 powered Cobra Jet Mustang would not be feasible under the low volume requirements), the idea of being able to purchase a turn-key American classic car or truck that combines modern mechanicals with vintage styling and character will, for many car enthusiasts, likely be too tempting to pass up. HE



E-Rod 1978 Chevy pickup at SEMA.

Buy the book

Our very own writer/photographer Paul Bussey has published a book on his life as an automotive journalist, entitled *The Life & Times of a Classic Car Journalist & Photographer*. The book delves deeply into the fascinating world of vintage and classic cars.

It's a personal view, hugely informative and entertaining, encompassing car shows, motorsport, meeting collectors, enthusiasts and personalities, a lifetime of driving different cars and trucks, Volkswagens, aircooled and two-strokes, bubble cars and micros plus much more.

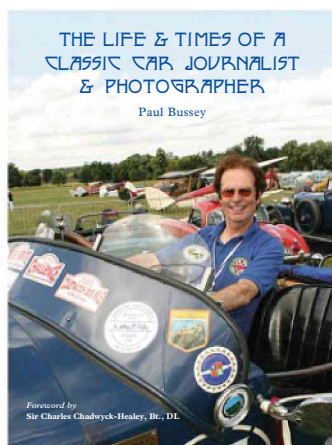
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Get the best from *Classic American's* classifieds

It's not just the finned chrome-laden classics of the Fifties and the muscle cars of the Sixties and Seventies that you are likely to see in *Classic American's* classified pages, but more unusual and rare cars like this 2005 Chevrolet SSR. When it was launched in 2003, Chevy's retro-rocket was tipped to be a future classic. A decade later, with only about 24,000 being produced in its three-year run, it is fast becoming a sought-after classic American car, with a rarity value that will probably see prices for good examples rise steadily with time.

GM stylists had fun with the SSR, creating a convertible roadster that was also a truck; with a remote operated lockable bed lid and power retractable hardtop, it was designed and conceived to jump on and capture the retro-themes that had started with the VW Beetle and the Chrysler PT Cruiser. Based on the mid-sized Chevy TrailBlazer/Buick Rainier/GMC Envoy truck platform, the SSR would find itself in Chevrolet dealerships being sold alongside the Corvette or the Avalanche pickup or Tahoe SUV, such was the difficulty in pigeon-holing the car... truck!

One thing the SSR was not, though, was a 'heritage classic' like the Mustang or Camaro. This vehicle was pure nostalgia retro-fun, but in a remarkably versatile and practical package. In 2006, GM was in serious trouble again and with just a few more SSRs being produced for that model year, the SSR found itself victim to GM's



Chevrolet SSR.

government-enforced reconsolidation package. By 2007, the SSR, and the Lansing production plant that had made the iconic sports car, were no more.

This particular one-owner car, offered as a private sale, is up for £25,500 and has less than 16,300 miles on the clock. As an official GM European export model, it has a factory-fitted radio and CD player which is programmed with European radio frequencies. It also has fully compliant lighting, with neat front sidelights and rear amber direction indicators fitted by the importing dealer.

This '05 SSR also has the less common, but more desirable, Chevy LS-2 6.0-litre, 390 horsepower powerplant under the hood, as opposed to the 5.3-litre truck-derived unit that was offered in the 2003/4 models. Transmission is the Hydra-Matic four-speed electronic automatic. Once you're behind the wheel, this

'05 SSR drives like new, but its truck attributes should not put off any would-be sports car or sports tourer buyer; this car possesses sports car handling and performance – the 6.0-litre V8 power is harnessed by an independent front and five-link rear suspension package, four-wheel power disc brakes and 'Positraction' limited slip rear axle.

The rest of the 'spec' sheet is just as impressive: power-assist exists in all the usual departments, including the six-way, heated, power driver's seat, which is trimmed in 'Nuance' black leather. Electro-chromic door mirror glass and an effective, if not overly sophisticated, air-conditioning and heating system completes the package. If you like the looks, there's not much about this car not to like. Turn to *Classic American's* classified pages for details of this and other great American vehicles for sale! GC

Buick moves up!

At the LA Auto Show Buick unveiled its next-generation LaCrosse. Taking cues from the Avenir concept, shown at the North American International Auto Show in Detroit in 2015, the 2017 LaCrosse, which goes on sale this summer, features more exaggerated styling including a bold grille opening with a large, very traditional-looking Buick Tri-Shield logo.

Other features include a distinctive 'kick-up' on the rear doors that harks back to Detroit cars of the early 1970s, as well as HID headlights and LED tail lamps. Inside premium quality fixtures abound, while a dramatic centre console blends almost seamlessly with the instrument panel.

Under the skin, the new LaCrosse is some 300lbs lighter than the outgoing version thanks to greater use of high-strength steels and rides on a 2.7in-longer wheelbase. A new five-link rear suspension and available HiPer front strut setup are designed to deliver more sporty, responsive handling. The standard powertrain is a start-stop technology, DOHC GM 3.6-litre V6 coupled with an eight-speed automatic transaxle that puts power to the front tyres. All-wheel drive is optional as is electronic active suspension damping.

Considering that Buick is largely invisible to many Americans in the premium

vehicle segment these days, the fact that the new LaCrosse caused quite a stir in LA indicates

that perhaps the classic 'Doctor's Car' might be finally staging a real comeback. HE

2017 Buick LaCrosse.



Brian Darwas' Atomic Hot Rods Latest DVD

Just released in December but unfortunately arriving just too late for your Christmas stocking, is this new hot rod documentary on DVD from Brian Darwas' Atomic Hot Rods from New York. Brian is already an accomplished filmmaker with The Road to Bonneville, Devil at Your Feet, Sweet Sickness and This is Long Beach under his belt, but Three Mile is probably his best yet and sees him on the road with the Rolling Bones once again, with a lot more pit and race action from Bonneville Salt Flats.

If you're a fan of Bonneville racing and traditionally built hot rods, then this movie will tick all the boxes for you, and even if you're not, it's still way better than watching the X Factor or Masterchef! The DVD is 60 minutes long

and produced in multi-region format. At time of writing the DVD is available exclusively from Keith Harman's website store at www.harmedia.co.uk. For further details, contact Keith via the contact form on the website or call him on 07770 371475.



Just two of Tornado's previous restorations.



Tornado alert!

Tornado Automotive is on the move from its existing premises in Windsor to newer, bigger premises of almost 10,000 square feet in High Wycombe. Proprietor Mike Sargeant revealed that the company is also hoping to have a launch party soon, so watch these pages for more information. Tornado Automotive, Tornado House, Cressex business park, High Wycombe, Buckinghamshire, HP123SN. Tel: 01494 531285. www.tornadoautos.com



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Hot rod pioneer Bill Burke 1918-2015

You might not immediately recognise the name Bill Burke, but if you read *Hot Rod* magazine between the Fifties and Eighties you probably saw his face, and you almost certainly saw his work. For many Burke was synonymous with innovations in land-speed racing, the Bonneville Salt Flats, the formation of the Southern California Timing Association and *Hot Rod* magazine.

Born in 1918, Bill Burke was a leader in the hot rod movement since building his first roadster in 1934 and his contributions to land-speed racing at the dry lakes and Bonneville began before the Second World War. Burke had originated the idea of using a teardrop-shaped drop tank from a fighter aircraft as the body for a streamlined race car while serving in the Coast Guard in 1943. He apparently saw a barge-load of aircraft wing tanks for the first time, said: "What a crazy body for a streamliner," then climbed aboard the barge with a tape measure and found the dimensions to be perfect for a hot rod.

In 1946, and out of the service, he found a P-51 Mustang tank at a war surplus junkyard and built a belly-tank hot rod that ran

131.96mph. Burke then got a larger P-38 Lightning drop tank and created a second one – this time rear engined. That car, later named Sweet 16, was shared with engine guru and future *Hot Rod* technical editor Don Francisco and it ran 151.085mph in July of 1949. That August the two men appeared on the cover of *Hot Rod* magazine with the title of World's Fastest Hot Rod.

Around 1951 Burke bought an MG TC and, finding it lacked power, dropped in a Ford V8 60. He then built a glass fibre enclosed-wheel streamliner powered by a motorcycle engine which ran 136.9mph – a class record that took 10 years to better. Then his boss got a Cisitalia 202 coupe – a small Italian streamlined car. Burke quickly made a mould and, collaborating with Mickey Thompson and others, started selling glass fibre Swallow (Cisitalia) bodies under the name Atlas; later Allied Fiber-Glass. He put one on the MG chassis for sports car racing and had plans to make another with power from the then brand-new Chrysler Hemi.

Burke's day job was advertising manager for *Hot Rod*, while the glass fibre bodies merely

funded his racing. He was the first to run 160mph at the lakes, then ran 167mph in a modified Swallow body at Bonneville in 1953 – setting a new record for closed sports cars. In 1960 he set a new class record at 205.949mph in the 'pumpkin seed' streamliner he later sold to and drove for Mickey Thompson.

Probably Burke's best known race car was the Studebaker Avanti he campaigned at Bonneville for three decades. The 'California Sunrunner' Avanti was actually one of the original engineering mules built in 1962. Burke got it from Studebaker through Andy Granatelli (later CEO for STP) for just \$1. With help from the Granatelli brothers Burke added Paxton supercharger parts and built a 'Special R3' engine allowing it to run at Bonneville in the E/SC Class. Burke drove the car to its first class win at 147.36mph and went on to set 15 (probably more) records through the years including a long-standing 239.208 mph in 1979. The Avanti was raced by two further generations of the Burke family, eventually getting to 253mph with Bill Cook behind the wheel.

On the business side Burke was one of *Hot Rod's* early advertising managers, later moving to *Motor Trend* and *Street Rodder* magazine in the late Seventies and early Eighties. He was also a huge animal lover. He once admitted he spent all of his monthly social security of \$650 on pet food, estimating he fed more than 35 dogs and an assortment of tame and feral cats that hung out at his shop in Whittier, California. Bill Burke remained a regular at Bonneville every year from 1949 to 2009, most recently with his son Steve and grandson Joshua campaigning a stretched streamlined Mazda RX-7. Bill died on November 26, 2015.

Burke's Studebaker Avanti race car.



Burke in belly tank racer.



Peter Jordan UK Mopar expert and restorer 1956-2015

After a short but intense battle with brain cancer, Pete passed away peacefully with his close family around him at Frimley Park Hospital on October 21, 2015. Many readers may have known Pete from Rare Performance Motors (RPM), where he worked together with Martin Savill as part of the small team for many years.

Pete developed an encyclopaedic knowledge of all things Mopar beginning when he purchased a 1971 Plymouth Road Runner in the early Eighties while working as a garage manager for Mobil. It was during this period that Pete oversaw the sale of a 1970 Hemi 'Cuda convertible, which had originally been sold new in the UK, with the car going back to the States. He was then on the trail of an even rarer 1970 Hemi Challenger R/T convertible that he had heard about in Sweden. You have to remember this was 1988, before the internet, mobile phones and satellite navigation – so

Martin, Pete and Steve with the K&K Insurance Daytona which came over for the Goodwood Festival in 1999.



Pete with the Challenger R/T convertible in Sweden in 1988.

after a lot of detective work and two trips to Scandinavia a deal was struck and the car shipped to the UK.

The car was then sold to Milt Robson, a well-known collector, in the States. Pete then started to import Mopars from the US to sell from his home in Ash Vale – this became the beginning of RPM. The business grew quickly necessitating a move to larger premises in Aldershot and Pete leaving his job with Mobil. There then followed many exciting years from the mid-Nineties to the early 2000s buying, selling and restoring muscle cars, with numerous trips to the States sourcing cars for a major UK collection.

In 2006 Pete left RPM to set up Specialised Shipping Services working alongside his wife Janice importing classic American cars and motorbikes. Over time, and as the business became more successful, Pete decided to sell up and move to Ash Green with a view to taking life a little more easily.

Needless to say he quickly became bored so started importing cars and bikes and running a new business from home.

Pete continued working even after his illness was diagnosed and decided it was time to buy his two dream cars – a beautiful Hemi Dodge Daytona and a supercharged Model A hot rod. Sadly, as his illness progressed Pete was no longer allowed to drive and his sons, Kevin and Steve, took over the chauffeuring duties taking the cars to a few shows during the summer. This was a precious time for Pete spending time with his loving family, meeting up with old friends and just spending time around the cars.

Pete's strength of character was forged when he tragically lost a leg in a motorcycle accident when he was 17. He was determined to overcome

Martin, Pete, Daryl Davies and Galen Govier – this was taken when Darryl came over to the UK to buy the ex-John Herlitz 'Cuda convertible in 2001.



Pete with a Hemi 'Cuda convertible in Colorado in 1998.



this setback and set about building his strength up, eventually comfortably swimming 50 lengths of an Olympic-sized pool. He became a proficient water skier setting a record for crossing the Solent on a single ski – he never considered himself disabled. Pete was always cheerful, upbeat and positive even when faced with the worst possible news.

The funeral took place at a packed Guildford Crematorium on November 9 and the hearse carrying Pete was followed by his Daytona, his hot rod and a cortege of American cars and rods. This was quite a sight and a fitting tribute to Pete, who was a true character and will be sadly missed by all those who knew him.



Pete with his beloved hot rod at Wheels Day 2015.

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Mystery Mopar?

Dear *Classic American*,
My name is Gemma Coates. I was wondering if you could help me. Around 30 years ago my dad used to own a 1969 Plymouth Fury III with a white top with metallic flake brown paintwork. It had 'Sweet Fury' written on the rear wings, reg number GPW 308N. We would love to find this car, if you have any ideas as to where we could start looking, anything would be of great help. This car meant a lot to my dad and it would just be great to find out what happened to it...

Gemma Coates
Via email



IN EVERY ISSUE:

restoration tips, romantic wrecks, ads from the archives and news from the burgeoning UK scene.



SUBSCRIBE ON PAGE 20

LA BELLE FRANCE

Dear *Classic American*,
I have just read your article on American LaFrance Speedsters in England. A very timely piece for me as I have just stripped down to the bare chassis a 1926 Type 75 pumper, just imported from Tennessee, previously in service with The Pittsburgh Bureau of Fire for 50 years, until 1976.

The Tennessee owner gave me a very fair and honest description of the vehicle and I bought it unseen. Actually it was better than I had hoped, absolutely complete down to the fire axe, hand-cranked siren and enormous lamps. Initially I thought it was too good to break up to convert to a Speedster, but that is what I have just done.

Is there any way you can put me in touch with Julian Grebby – I would like some good advice how to continue with my 'rebuild' and from your story he is the man with all the answers. For reasons of confidentiality I do not expect you to give me his details, but perhaps you could give him mine with a request that he contacts me.

Peter Aslett
Eastleigh
Hampshire

And there we were thinking those must be the only LaFrances in the country! We were of course delighted to pass on Peter's details and have since heard that he and Julian have been in touch!



THE BRITISH ARE COMING?

Dear *Classic American*,
I read your article The British are Coming in issue 295 (November 2015 issue) and I thought it was great; however there was one car which wasn't included and that was the NADA Rover P6. The UK ones had a Buick based V8 from what I remember; I have seen the US versions at various car shows and there was one in the opening chase scene from Austin Powers: The Spy Who Shagged Me (please see photo).

I am biased because while I love all American cars I will never be able to afford one, and where I live there are lots of country lanes so I would be permanently stuck. The P6 3500 has the V8 noise, is the size of a Mustang and costs around £5000 for a good one so this would be my best bet (although if I won the lottery I would buy a Mustang over anything else).

Joe Mifsud
Maidstone
Kent

Well Joe, you might be surprised to discover that there are American cars with dimensions even smaller than the Rover P6 that would cost less to buy and cost less to run... and probably be a whole lot more fun. Check out American compacts from the early to mid-Sixties like Corvair, Falcon and Valiant and even consider a six-cylinder one!



WONKY WINDOWS

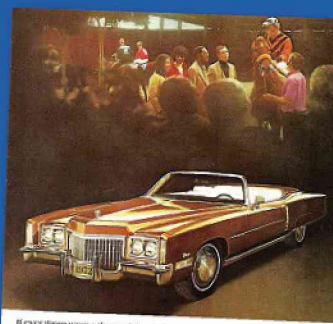
Dear *Classic American*,
Help! I have a 1972 Caddy convertible and have had new seals fitted; however, the garage and I fell out over their workmanship or lack of it, so I now have a car with windows that need adjusting to fit. I have been put in touch with a man in France, but my car is in Kent.

Can anyone help with a garage that really knows how to do this and one that isn't too far from Kent?

Gary Hagger
Via email

We did suggest that Gary called up a few advertisers in his area that advertised in Classic American... or

even took the trip to France – if it's on the coast, it could be closer than elsewhere in the UK. Anyone else have any suggestions?



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classic-american

Huw Evans

Across the pond



Now's the time to do that job you've been putting off all year!

The Off Season

Evans notes that there are some benefits for classic car enthusiasts during the winter months...

Most of us love to get behind the wheel of our favourite classic or special interest car. Whether it's a leisurely Sunday cruise, thrashing it down the drag strip, carving up a few corners or somewhere in between, those behind-the-wheel moments are arguably the most precious, placing us in a time and space that's unique and removed from the realities of day-to-day life.

For most of us that live in temperate climes however, winter brings with it a change in season and a change in priorities. Over here, if you live north of the Mason-Dixon line, winter tends to mean ice and snow, road salt (especially if you live in the east) and while our southern friends still get to go to cruise nights, us northerners have to switch our priorities.

Luckily, there's enough to keep our car fix going, even though we might dread the cold, the short days and long nights. If you're lucky enough to have a decent garage or workshop, it can be a good time to carry out those projects you've been putting off, whether it's an engine overhaul, suspension upgrade, body or interior work.

I've found winter's a great opportunity to attend to all those little jobs, such as installing new bushings, rebuilding the front end, replacing bearings or removing parts like wheels, spoilers, bumpers and trim; taking them to a local specialist and having them restored. Winter can also be a great time to seek out that next project,

particularly if you've got the space and a bit of money burning a hole in your pocket. In the Great Lakes, I find that local winter storage issues mean that a lot of good deals tend to come up this time of year and sites like Craigslist can be a great place to start.

If you do intend to buy piece of classic American iron this time of year (and I'm speaking from my own experiences) it pays to have storage space set aside, preferably indoors and access to either an enclosed transporter or in the least, a reliable full-size pickup, SUV and a decent trailer. Snow, ice and the cold can make it a challenge to drive a V8, rear-wheel-drive car since traction can be a problem, plus road salt and brine will rapidly shorten the life of any vehicle, especially classics, so you want to make sure the vehicle is protected as much as possible from the elements.

There's also plenty of indoor car-related events you can go to as well, whether it's general motor shows, like the North American International Auto Show in Detroit – specific classic car expos like Autorama (great places to see award-winning restorations and custom creations, not to mention finding parts or seeking out specialists to help with your project) – plus of course, there's always the auctions.

If you're lucky enough to have the time and funds, a trip down to the annual Scottsdale auctions in Arizona each January can also be a great place to find a deal, meet new friends,

reacquaint with old ones or simply just get your car fix. And despite what you see on television, even at events like Barrett-Jackson's Westworld and Russo & Steele, you can yield some surprising deals – provided you don't bid during prime time exposure when the big ticket cars cross the block – usually on the Saturday or Sunday.

When I first moved over here, I found the winters to be a bit of bane, because they can get so cold. Being outside, trying to start a car when it's minus 10 degrees Celsius is not fun and knowing that things aren't going to get much better until the end of March doesn't help. Nonetheless, I've discovered that in spite of this, I've found ways to tolerate the winter and continue my automotive passion, even while my own rides can't be driven.

I think perhaps the biggest bonus to the off season however, is when spring finally does break, the snow melts and the salt is washed away, you get to experience that first time of rolling your classic American car or truck out of the garage all over again. And, especially if you've been able to tinker with your pride and joy and make some improvements during the cold months, that experience of firing up the engine, feeling the tyres chirp and hitting the open road tends to feel even more special. Winter might be considered the 'off-season' for our hobby, but as they say, every cloud has a silver lining. Happy tinkering...

Huw Evans – news & views from North America

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Tony Oksien

Muscle
car files

Charger SRT.

Modern Muscle

Tony takes a controversial view, asking why anyone would want a classic muscle car when so many brand-new muscle car offerings are available today...

This month I would like to highlight the three retro muscle car offerings from the major US motor manufacturers that are on sale for 2016, starting with Chrysler's Dodge Challenger.

The third-generation Challenger appeared in early 2008 and is still in production today (although for how much longer, no one seems to have any idea). The car has remained nearly the same over its eight-year production life and is a faithful reproduction of the iconic 1970 model.

Having driven a few Challengers over the years, there's no denying that the car has a few flaws: it's too wide, slab sided with huge panels and has terrible vision out of those tiny side windows; however, on American roads, where it is most suited, it looks fantastic. Harking back to the muscle car era, the car can be ordered in some wild colour schemes with the addition of the high impact Plum Crazy purple and Redline Red, B5 Blue metallic, Jazz Blue and the ever popular Tor Red.

These colours and more are available on every Challenger from the 'rental grade' V6 SXTs to the 707 horsepower supercharged Hemi V8 Hellcats. The retro Shaker hood introduced last year is back and a new 1971-influenced front grille and rear tail-light panel give the car even more appeal, but no convertibles in sight. Engine options remain the same, 305bhp V6, three Hemi V8 options that include a 345bhp 5.7-litre, 485bhp 6.4-litre and the 6.2-litre blown Hellcat engine.

Next up is the Chevrolet Camaro, the fifth generation and a pretty wild-looking car evoking the 1969 models, especially the aggressive front end. The car debuted on April 16, 2009 as a 2010 model. The sixth generation came along in May 2015 and is available as a coupe and a convertible.

GM has gone to great lengths to emphasise the huge differences between the fifth and sixth model Camaros. A four cylinder 2.0-litre turbo-charged engine with 275 horses is a bit of a misfit in a car more used to V8s, but that's the way of the world nowadays. Even V6 power is available in the form of the 3.6-litre that pumps out 335bhp; this model has been nicknamed the 'working man's Camaro'.

The real fun begins with the Corvette engine Camaro SS, 6.1-litres of pure small-block power grossing 455bhp through an eight-speed automatic transmission with manual shifting mode. Like the Challenger, the Camaro can be had in wild paint schemes and stripes, just like the original models back in the day. The designers at GM have come up with just about the best looking kick-ass muscle coupe in generations.

The third modern muscle two-door is the evergreen Ford Mustang. The new model fifth-generation Mustang went on sale as a 2005 model and has been replaced by the sixth version commencing production in July 2014 as a 2015 model. This Mustang has been marketed and designed to sell globally, which basically means that Ford have worked out how to build both left-hand and right-hand versions. The new Muzzie includes fully independent rear suspension and an optional (here we go again!) four cylinder 2.3-litre Eco-Boost turbo-charged engine. Other power plants are the V6 3.7-litre Cyclone, 5.0-litre V8 Coyote and the impressive 5.2-litre V8 'Voodoo' which is good for 526 ponies. A really cool addition to the cars' new styling is the rear tail panel lit by LED lights which include rear turn signals that illuminate sequentially (VOSA will be in meltdown over this!).

Loads of bright colours are available with a retina-burning Triple Yellow, Race Red and my favourite, Competition Orange. The fastback models go from four banger Eco-Boost right up to the Shelby GT350R with the 5.2-litre V8, convertibles are offered across the range, but not as a Shelby. These three pony cars are available brand new, have factory-backed warranties, bags of performance and good looks to boot – you can also use your Mp3 player and listen to the proper music from the Seventies while caning your retro ride. Who needs old muscle when modern muscle is a mere click away?

Camaro.



Mustang.

Tony Oksien – CA's resident muscle car guru

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Richard Heseltine

From here to obscurity



Pontiac Kammwagon

The answer to a question nobody asked: What do you get when you cross an F-body Poncho with a station wagon? Behold, the Pontiac Kammwagon. Beauty or beast? We'll leave you to decide!

Imitation is the sincerest form of flattery, or so the hoary old idiom maintains. The car pictured here was, cough, 'inspired' by a one-off coachbuilt Ferrari, which in turn was rooted in a stillborn Cadillac concept car, which... well, you get the idea. The thing is, GM had been kicking around ideas for an F-body 'wagon' for the better part of a decade before the Pontiac Kammback (sometimes referred to as just 'K') was unveiled at the 1978 Chicago Auto Show. It's just that these ideas centred on a Chevy Camaro-based hauler.

You won't ever read about this in any marque history, but the Kammwagon's signature rear-end treatment was a direct crib of a Ferrari 365GT/4-based confection, which was built by Surrey's Panther Westwinds to renderings supplied by Italian-American Luigi Chinetti Jr. The dealer/racer had previously designed a special Cadillac which was bodied by Zagato in 1970. The problem was, the end product didn't resemble his drawings, so plans to create a sister car – a shooting brake in British parlance – were dropped somewhat abruptly.

They remained stillborn until a customer became enamoured of the sketches, which by 1975 were adorning the walls of Chinetti's office. So much so, he asked him to reinterpret them to accommodate more exotic underpinnings. The point is, Chinetti struck up a friendship with GM's legendary head of design Bill Mitchell while

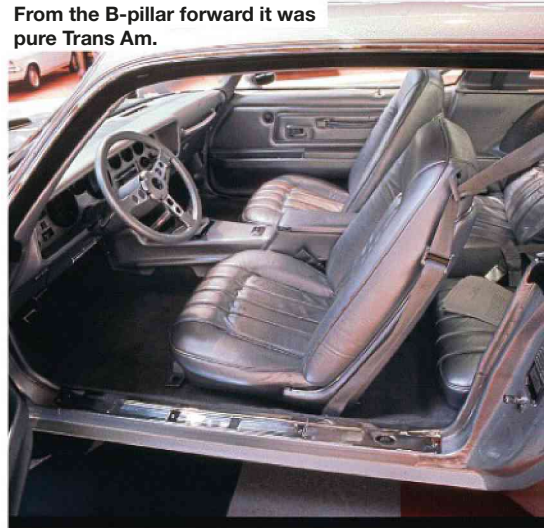
creating the original Zagato car, and he claimed in a recent interview that Mitchell knew all about his wagon idea. Apparently, Mitchell admitted to borrowing the Ferrari's rear styling treatment, cropped tail, gull-wing side glazing and all.

The Kammwagon outline has more recently been attributed to Jerry Brockstein, working under GM's vice-president of design, David Holls. Photos exist of earlier Camaro-based wagons, but they never made it beyond the full-size clay model stage. Why, precisely, the switch was made to a Pontiac base remains unclear, but a mock-up was created in 1977 before two Pontiacs were dispatched to Italy to be converted by legendary styling house, Pininfarina. One was a regular Firebird, the other a Trans Am edition. The latter was unveiled in Chicago a year later and was well received. And this was no mere show queen. Limited-series manufacture was seriously considered, with Pininfarina on board to build them in Italy or from a dedicated facility in the US.

However, these plans were soon nixed on account of the projected end cost: a price tag of around \$24,000 at a time when a Ferrari 308GTB cost only \$3000 more. The gold Firebird 'K' car was then destroyed, but the silver Trans Am seen here received styling upgrades in line with the 1979 model year and continued to make appearances at car shows. It even had a cameo role in an episode of *The Rockford Files*.

That should have been it, except the Kammwagon design was subsequently appropriated by Takanobu and Yukimasa Hoshi of The Deco Corporation. The California firm began offering replicas in May 1980, the difference being that they featured glassfibre rear bodywork over a tubular framework while the Pininfarina cars were bodied entirely in steel. The conversion cost \$15,000 on top of the donor car so it's highly unlikely that production stretched into double figures, more's the pity.

From the B-pillar forward it was pure Trans Am.



Richard Heseltine's weird and wonderful American cars from the past.



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HOME RESTORED CORD

Peter Kovrlija's 1936 Cord 810 is one super-rare car, even in the States; so how do you go about restoring such a rarity on the wrong side of the Atlantic? With a lot of ingenuity and initiative, as Jon Cass finds out...

1936 Cord 810

Words & Photography: Jon Cass



It's fair to say that pretty much all of the production cars built in the US before the Eighties stand out in a crowd; you only have to flick through a few issues of *Classic American* to find proof. There have been many iconic designs produced along the way without doubt, but then the occasional car appears that really has that extra 'wow!' factor – a car that makes everyone just stop what they're doing and gasp.

We'd heard about Peter Kovrlija's ongoing 1936 Cord 810 restoration a few years ago, but hadn't had the chance to see any photos of his work in progress and the endless list of problems he had to overcome. However, when he told us it was finally finished and back on the road, nothing prepared us for the sheer size, presence and drop-dead stunning looks a car like this has when you see it in the metal. Yes, like everyone else who sees this automotive work of art for the first time, we were simply blown away!

For those who are unfamiliar with the name Cord, it was a brand of the Auburn Automobile Company based in Auburn, Indiana, around 140 miles north-east of Indianapolis. In 1929 things were looking up for Errett Lobban Cord and the empire he'd created. His products to date included flashy cars, Lycoming engines, Stinson aircraft, Checker cabs and even the legendary Duesenberg, yet the name Cord was unknown to the buying public.

"THERE HAVE BEEN MANY ICONIC DESIGNS PRODUCED ALONG THE WAY WITHOUT DOUBT, BUT THEN THE OCCASIONAL CAR APPEARS THAT REALLY HAS THAT EXTRA 'WOW!' FACTOR..."

To rectify this, the Cord L-29 automobile was introduced in 1929. It came complete with dramatically unusual styling and front-wheel drive (a first for the US) along with a Lycoming straight-eight engine, modified to drive a front-mounted transaxle assembly, which provided the power. This radical design enabled designer Alan H Leamy to create a stunningly low and long design, which was way ahead of its time.

The L29 wasn't cheap and even the lack of front traction – due to the engine being located so far back – didn't put buyers off. Initial sales were good. But the stock market crash was just around the corner, which sadly spelled the end for luxury cars in a declining market, the L-29 among them. Production ceased at the end of 1931, after 5000 cars had been built.

This wasn't to be the end of Cord though; the best was yet to come. Gordon Buehrig, the designer at Duesenberg since 1929 had, by 1933, moved to General Motors due to worrying sales figures at his original employers. At GM, Gordon entered an internal automobile design competition in which he created a streamlined sedan featuring a blunt nose, external radiators and hidden headlamps. His design placed last with GM styling boss Harley Earl and his associated executives, but interestingly finished first among his own competing designers. It was controversial stuff for sure... >>

1936 Cord 810

Engine

4739cc Lycoming
90 degree L-head
V8 sidevalve 125bhp
Aluminium cylinder
head and pistons
Stromberg dual
downdraft carburettor
Startix ignition

Transmission

Four-speed manual
with helical cut gears
and Bendix vacuum
servo preselector
remote control , 10in
semi-automatic dry
plate clutch

Suspension

Front independent dual
trailing box section
swingarms, transverse
leaf spring, Lovejoy
double-action hydraulic
shock absorbers.
Rear tubular steel axle
on semi-elliptic leaf
springs, Lovejoy double
action hydraulic shock
absorbers

Steering

Worm and roller with
Gemmer gear and
centre point geometry.
3.25 turns lock to lock

Brakes

Steel 11 x 2.25in
centrifuse drums with
welded cast-iron linings
and hydraulic actuation

Paint

Ford Pepper Red

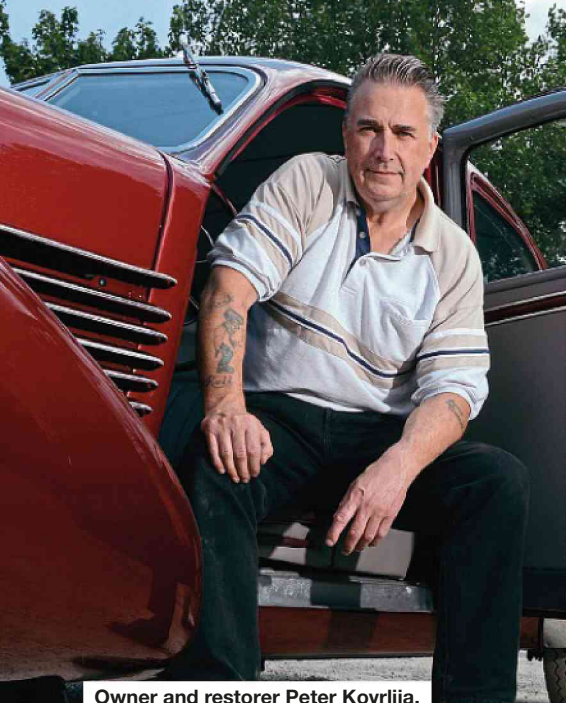
Interior

Stock dash, interior
retrimmed with seats in
light grey leather with
colour coded piping,
door cards, carpets,
headlining

Wheels & tyres

Fairway taxi
wheels original
size and offset to Cord
spec, chrome hub caps
and whitewall tyres.





Owner and restorer Peter Kovrlja.



From this angle you can see why they called it 'coffin-nosed'.

A tempting offer

Buehrig was tempted back to Duesenberg shortly afterwards, as the company's boss was keen to offer a cheaper, but still stylish stablemate to be produced with the range-topping Duesenberg supercar. Beuhrig's design, after a few tweaks including the fitment of a conventional radiator, would become the Cord 810 of 1936, one of the greatest automotive masterpieces of all time.

Like its L-29 predecessor, the 810 was also extremely long and low, achievable due to the omission of a transmission tunnel and prop. Like its older brother, the 810 was front wheel drive with a 125bhp Lycoming V8 under the hood mated to a four-speed gearbox and controlled by a Bendix Electric hand shifter. It was the styling that really got people talking though, the concealed headlamps and front end, often described as a coffin nose, featured a wrap-around louvered grille. Look closely and there are styling cues you see on new cars today, 80 years later!

The futuristic styling didn't stop with the exterior. Climb inside and there's no end of daring attention to detail. The instrument panel, inspired by aircraft of the era, featured an aluminium fascia and introduced edge-lit instrumentation, which used an illuminous dye applied to the edges of the glass dials to illuminate them. The pop-up headlamps were operated by two hand cranks located at each end of the instrument panel, while the Bendix gear selector was located on the steering column. A radio also came as standard, something that was not offered by other manufacturers until two decades later.

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The 810 came as a sedan and two and four-seater convertibles, and caused a sensation at its debut at the New York Auto Show in November 1935. It is said that onlookers struggled even to get a glimpse of this ground-breaking new car and had to stand on the bumpers of other vehicles in the show to obtain a better view. Cord took substantial orders, with cars promised for an optimistic Christmas delivery. Production was planned to be 1000 a month, but delays and cashflow problems meant the first cars weren't delivered until the following April.

There were reliability problems too; overheating and slipping out of gear, being just a couple of issues. Customers became disgruntled, with many on the waiting list cancelling their orders, and the public's enthusiasm began to wilt. By 1937 the remaining unsold 810s were rebadged as 812s with the option of a supercharger and 175bhp, along with chrome-plated side exhausts, though this did little to help and Auburn decided to cease production at the end of that year after only around 2800 had been built.

A chance conversation

Had Peter been around and in a position to buy a new Cord in 1936, we're sure his name would have been at the top of the list: "I've wanted one for a number of years, but they're very rare and seldom come up for sale in the UK," he explains, "many of those that survive are museum pieces and don't run, while others have been chopped and changed into hot rods." Then came a chance meeting with Barrie Sly at a car show, they got chatting Cords and he happened to know of a 1936 810 Westchester for sale in the States. It also happened to be one of the first 100 produced, as it still had the remote oil and water fillers, a design that was deleted after numerous pump jockeys got mixed up, the water filler also having a habit of spitting out boiling water onto the passenger's legs!

"The 810 had stood in a barn for 55 years and as I could only



1937 Cord 812 Supercharged Convertible Phaeton Sedan.



The Cord when Peter first acquired it.

afford a project, this was in many ways ideal," Peter explains, "as you can imagine it was in a poor state having been stood since the Fifties!" It finally arrived in the UK six months later and was in a worse state than its pessimistic photos had already portrayed. "I went through a list of jobs to be done, which was basically everything. If it wasn't faulty before it went into storage, it was now, Peter remembers, "there was rust in the usual places, made worse by the fact the rear wings had been swapped at some time for a pair of really poor ones and the pop-up headlamps had been removed and replaced by conventional pods."

The problems didn't end there. All the wheels were different sizes and cracked, while the glass, interior and structural woodwork had succumbed to various rodents, worms and time. As Peter began stripping the car of its nutshells, rodents' nests and woodworm, it became apparent that the Cord had been initially placed into storage due to the gearbox having seized: "The Lycoming side-valve V8 was still in place, but it had been parked up still full of water, which had led to a cracked block and rotting of the bottom of the block and sump," Peter continues, "even the brakes held a surprise, as the front brakes had no shoes, cylinders or anything left and the unique radio antenna located under the floor had also gone, probably taken by the same mob who took the wings and wheels!" Needless to say the paint and chrome were way past their best too!

Where to begin?

So where do you begin on a project as colossal as this? After stripping the shell and no doubt staring at his endless list in disbelief, Peter began by constructing and replacing all the structural hardwood ready for the panels and doors to be lined up correctly. "I then progressed on to the structural metalwork, which included a new front floor pan, door bottoms and reinstating the retractable headlamps," Peter tells us, "the final straightening of the bodywork was left for Andy Churchill at a local paintshop." Considering how poor the condition of the Cord was, Peter and Andy combined have done an incredible job, as the finish is flawless, the coachwork now looking resplendent in Ford Pepper Red.

Normally, the hardest part of a typical restoration would be the bodywork, though when you start talking 80-year-old classics containing countless unique and obsolete parts, rebuilding the running gear can cause just as many headaches. "Rebuilding the front wheel drive gearbox was tricky as it was far too heavy for one man to lift and it had to be modified, the Cord Club updates coming in very useful for this," Peter explains, "I welded up the holed engine and sent it to Arnett's of Doncaster to be machined. This process took a year due to delays in parts and the modifications necessary to update the white metal bearings to enable it to run." The engine and gearbox had been trial-fitted to ensure everything worked before paint was applied and Peter rebuilt the brakes, making the Cord easier to move around.

Work then switched to the electrics, Peter's endless array of skills producing a new wiring loom and ensuring all electrical items worked as they should. "The electro/pneumatic preselect gears aren't the easiest to use and the system needed a full overhaul," Peter recalls, "the electrical system was converted to 12 volts around this time too." Fortunately, the existing chromework, including those trademark grille louvers could be salvaged once rechromed, the only part beyond saving being one of the windscreen surrounds that had to be imported from the States. >>



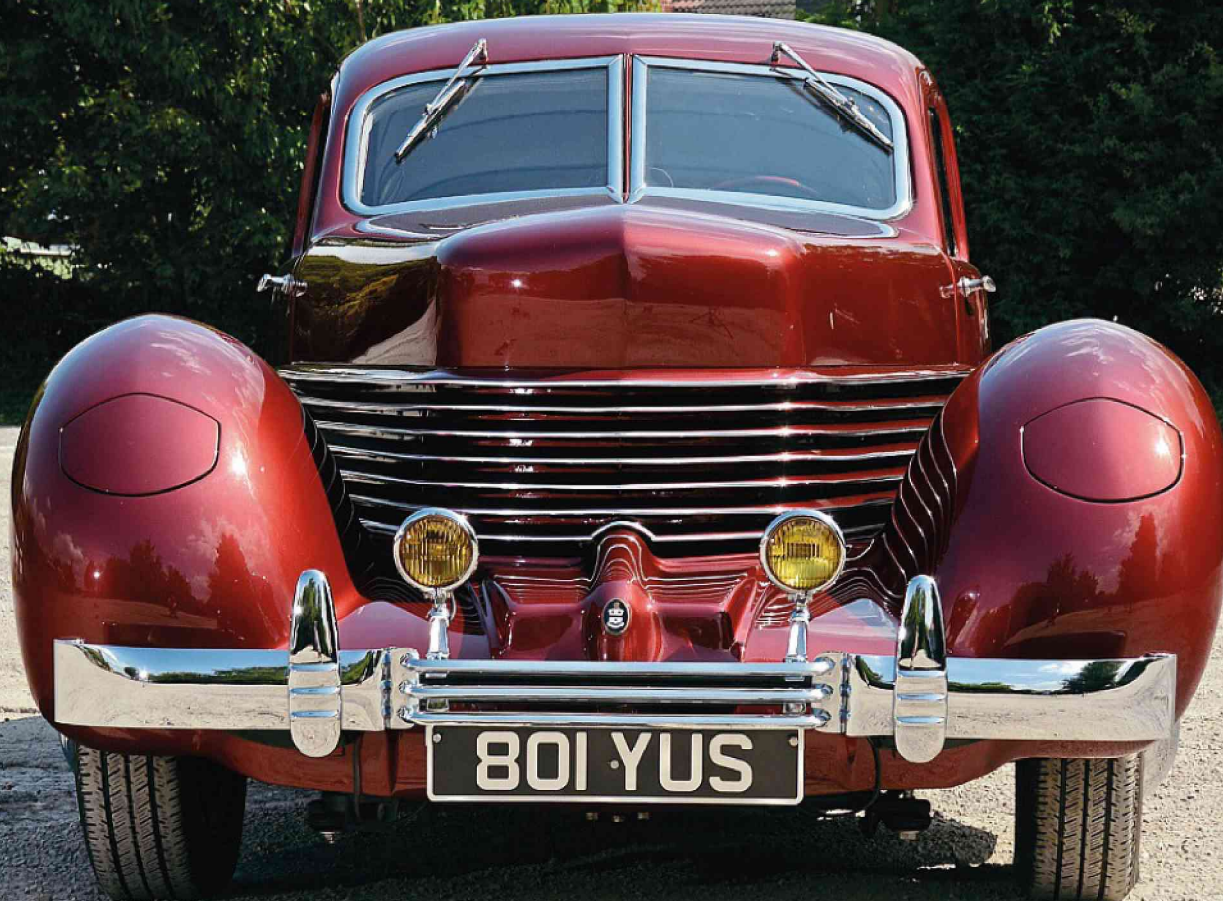
A brief revival

After the demise of the 810/2 series, a 1938 prototype with changes to the grille and transmission cover was built and still exists today. Sadly, it was to remain unique, Auburn himself selling his empire to the Aviation Corporation before moving to Nevada and earning millions in property and other enterprises. The 812 had a brief revival in 1940 when the Hupmobile and Graham Paige motor companies bought the design rights and tooling.

The retractable headlamps gave way to conventional upright lamps and the front wheel drive layout was replaced by a traditional front-mounted, in-line six engine and rear wheel drive, which also led to these later cars sitting much higher than the original Cord.

In comparison, the Buehrig design had been diluted and these later cars failed to have the impact of the earlier Cord. Only around 900 units were built by the combined companies before production ceased once again.





Inside story

Attention could then turn to the interior: "I had the seats retrimmed in leather because, although an optional upgrade when new, this one came with broadcloth originally. I had to make the headlining myself, as the trimmer wasn't keen to do it," Peter remembers. "I fitted it myself too and it wasn't the easiest of jobs. The door cards and carpets were simple in comparison." New laminated glass and rebuilt instruments completed the interior and you have to say it's a pleasant place to be, especially by 1936 standards. There isn't acres of space inside, but that is typical of cars from this era.

This left Peter with the odd wheels to replace, a simple task on any car from the last five decades, but not on a 1936 Cord: "The original-style wheels became obsolete many years ago and they're too weak for the weight of this car, so I had to research another type I could use instead," Peter explains, "I was amazed to discover Fairway taxi wheels are the same diameter, width and offset as the correct Cord wheels, so I've used these, along with period-style hub caps instead."

The whole project took Peter three-and-a-half years, overcoming countless problems and obsolete parts. "I don't take it too far as its prone to overheating due to a design flaw," he smiles, "it's a real challenge to drive with a very limited steering lock and snail-like unconventional gear change too." However, he's happy to point out it is rare and its amazing looks make up for its shortfall in practicality – and you're unlikely to see another on the road for a while, that's for certain! ★

Stunning 'turned metal' dash, with standard radio.



Elegant leather bench seat.



Electro/pneumatic preselect gear shifter.



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Picture by Matt Woods Photography



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Modern Car



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Multi-vehicle



Military



'ORIGINAL ROCKET

1958 Oldsmobile Super 88

Words and Photography: Paul Bussey



Tony Abrahall's two-door 1958 Oldsmobile Rocket Super 88 Holiday Coupe is an original survivor, but that doesn't mean to say he isn't afraid to drive it!

American car enthusiast Tony Abrahall has owned numerous examples of Detroit's finest over the years – in fact several have previously graced the pages of *Classic American* magazine, but at heart, Tony's real penchant is for the Oldsmobile marque and his favourite model year is 1958. Together with his late wife Gill, Tony enjoyed many holidays in the US, and they got to know quite a few other car enthusiasts on their travels.



Tony's car wasn't ordered with A/C...



... however, it does have power steering!

"We became friends with an elderly gentleman, George Gurnee, and his wife Sheila from the Oldsmobile Club, who we met at one of the National Meets," remembers Tony. "They lived in Virginia Beach, Virginia, and said if we were ever in their neck of the woods, to come over and visit them, which we did. They had a daughter Gail, who served with the military and was stationed at Mildenhall, Suffolk, not very far away from us, and she would drive over and visit us, and we became friends with the whole Gurnee family. Incidentally Gail has inherited one of George's cars, a 1967 Oldsmobile Toronado."

George Gurnee also shared Tony's penchant for the Oldsmobile marque and his collection included at least one model of every decade from the Thirties up to the Nineties, plus a couple of Buicks. When Tony and Gill first became acquainted with George, the 1958 Oldsmobile Rocket Super 88 Holiday Coupe pictured on these pages wasn't in his collection, but was purchased at a later date. "George had told me about this particular car, which I found very interesting because of its original condition," says Tony.

"Being an elderly gentleman and into his eighties, he thought the time was right to start selling some of the cars that he had collected over the years, and I mentioned if he was going to sell the 1958 Rocket Super 88 to give me first refusal. Indeed, this car was the very next in line to be sold, so I pretty much purchased it there and then over the telephone. He sent me some photographs of the car and then I arranged for it to be shipped to the UK. Due to the close proximity of the local docks in Virginia, I had the car shipped from there to Southampton, in the capable hands of Autofreight (Tel: 01483 222 256/www.autofreight.co.uk) who did an excellent job."



Chrome ornamentation breaks up the Olds' slab-sided design.

A warm welcome

The Oldsmobile arrived in the UK in the autumn of 2014, and Tony had it trailered back to his Essex home. All that he's done in the way of any work over the winter of 2014, was to rub down any flaking paint from the underside, along with some very light surface rust, and then treat with a light coat of Schutz stone chip paint to preserve longevity. There was also a small patch of flaking paint on the driver's door that's been sorted by local paintwork supremo Terry. It was rubbed down and repainted, achieving an excellent colour match. The engine was also treated to a full service.

Tony's Rocket Super 88 Holiday Coupe was originally purchased brand new on March 24, 1958, by David Krenz of Saginaw, Michigan, from Oldsmobile dealers Hickey Auto Sales, of 321 North Michigan Avenue, Saginaw, Michigan, and came with power steering, power brakes, two-tone paintwork, a 371cu in OHV V8 engine with a three-speed Jetaway Hydramatic automatic transmission, electric clock, whitewall tyres, wheel discs and radio. The bill of sale has



Tony has acquired a pull-out radio, which was an original option.



Super 88 boasted the 98's larger engine in a smaller package.



Dual headlights were new for '58.

survived intact and the car cost \$3400 fully optioned. As far as Tony has been able to ascertain, many years later the Olds was traded in for a new car at Hamilton Buick Pontiac & GMC, of Irwin, Pennsylvania, who are believed to have kept the car for a very long time, possibly putting it on display in their showroom, or dry storing it somewhere. We can only surmise, but we do know that the car was purchased from this dealership by George Gurnee in 2007, as another Olds to add to his already impressive private collection.

This Rocket Super 88 Holiday Coupe can be described as a purist's dream car. It's virtually completely original (right down to the factory chalk markings under the bonnet) unmolested, unmodified, unrestored, other than there's evidence of a little paintwork rectification in some areas, but in essence it's in excellent all-round condition, with genuine mileage of 20,700 from new, and comes with original documentation and owner's handbook. There are a few minor surface cracks in the paintwork at the front of the bonnet, one or two stone chip blemishes here and there, and some of the Mazak parts of the brightwork have become a little pitted and cracked, but that's par for the course for that metal. However, for a car fast approaching its 60th birthday, it's in a truly remarkable state of preservation. Tony does have the fender skirts for the car, but prefers not to fit them as he's not a great fan of them.

The condition of the interior trim is virtually as it left the factory, the brocade-type material and two-tone vinyl used on the seats is bereft of any stains, marks, tears or any wear at all, and the carpets, doorcards, dashboard crash padding and headlining are all beautifully preserved. The front sun visors are made of smoked grey Perspex held within a shiny metal frame. Were these an original fitment or aftermarket? Tony remains unsure. The original Deluxe radio still sits in the dashboard and is in full working order.

A new option for the 1958 Super Rocket 88 was a dashboard-mounted Trans-Portable radio, with a centre section that could be removed from the dash and taken »





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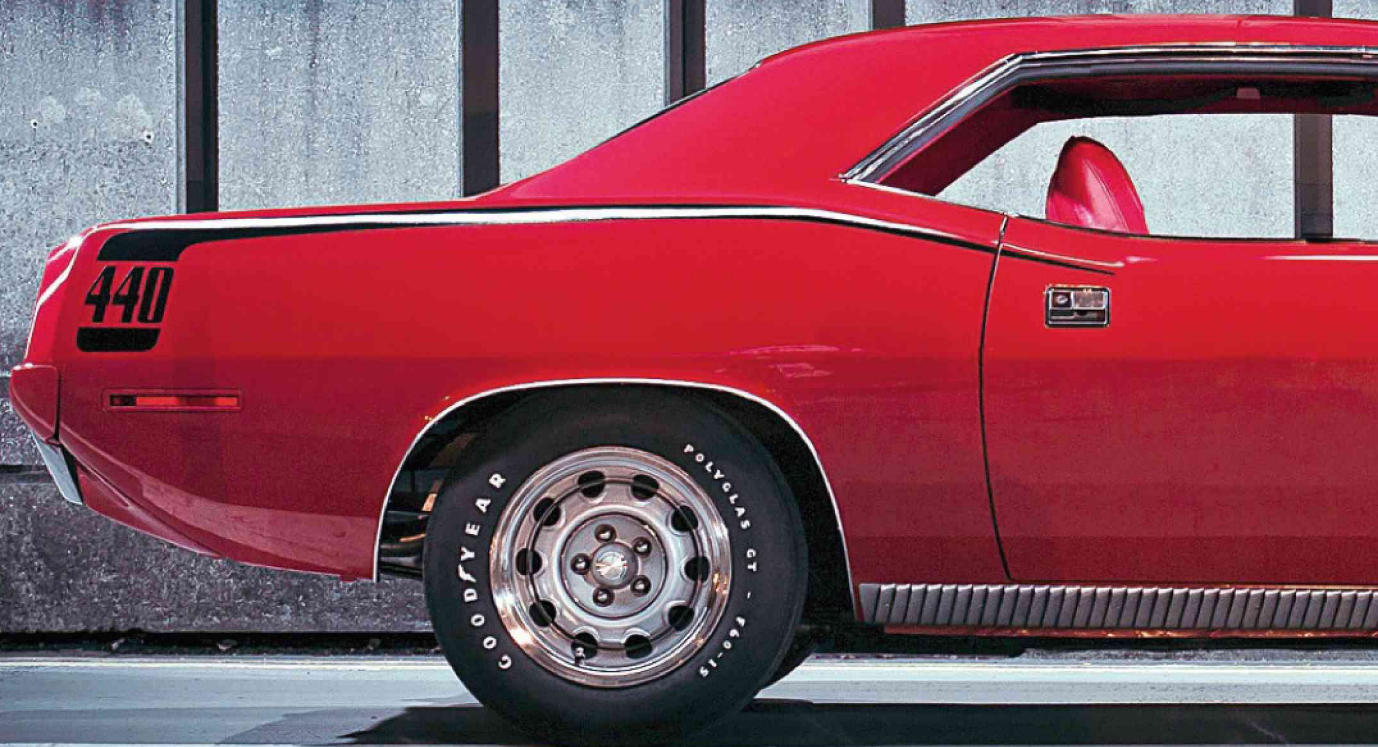
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★ 2015 CAR OF THE YEAR ★
1970 PLYMOUTH 'CUDA



Some things in life are worth waiting for. It took Steve Hurd 40 years to find and buy his dream Plymouth 'Cuda and now he's loving every minute of it!



Worth waiting for!

Words: Mike Renault Photography: Mark Fagelson



A

Although it's taken Steve Hurd four decades to get behind the wheel of this gorgeous 1970 'Cuda, he hasn't been wasting time. "The first car I ever drove was a Plymouth Duster," recalls Steve. "I was 14 years old and Dad rented it on holiday in Canada." Steve's first car was less exotic: "I bought a Ford Capri and went to the Chelsea Cruise in May 1975. When I got smoked off the line by a girl in a Mini, I decided that 1.3-litre Capri had to go!"

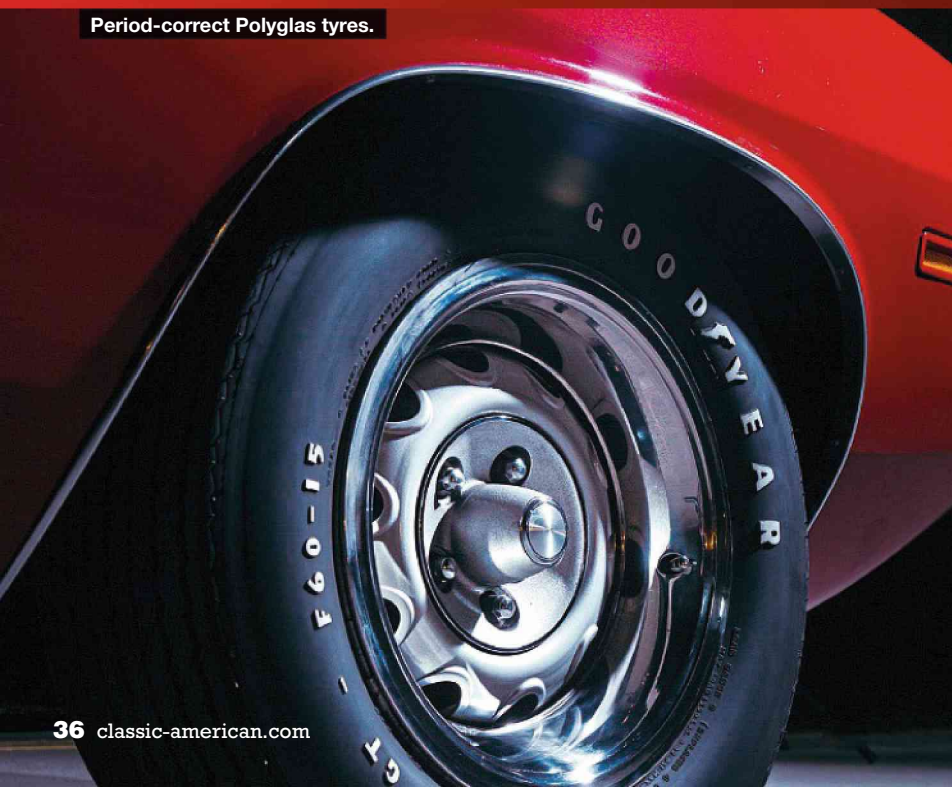
The logical next car was an Escort or MG. "I bought a four-speed 1969 Mustang age 19," laughs Steve, "back then there were four speed shops between Ilford and Romford and lots of American cars. I've owned 11 or 12 over the past 20 years; a '72 Firebird, '74 Camaro, an F150 – and they all came from the back pages of *Classic American*. I had a '67 Camaro convertible that I restored and kept it completely standard. I bought it for £4000, sold it for £8000 then saw it at the Battlesbridge show last year for £22,000 – I had a nice chat with the owner."

One car Steve especially enjoyed was his 1970 Challenger R/T: "It was Plum Crazy with a 440 and auto 'box. I had it about four years and restored it in 2005. I enjoy detailing a car, but I'm not much into the mechanical side of things so I got someone else to do that while I enjoyed replacing incorrect parts." There had only ever been one problem with the car: "The Challenger was the best car I'd owned, but it wasn't a 'Cuda. Challengers just look too pretty, a bit fussy and frilly; a 'Cuda seems more basic and tougher."

In 1984 Steve was considering looking for a 'Cuda in America: "Around that time my mate Gary offered me his genuine 1970 Hemi 'Cuda convertible." It was one of 14 made and the only one imported new to England. "He was asking £25,000, but I'd just bought a semi-detached house for £23,000 so had to say no. That car's now owned by Craig Jackson, of Barrett-Jackson auctions, it's worth a few million..."

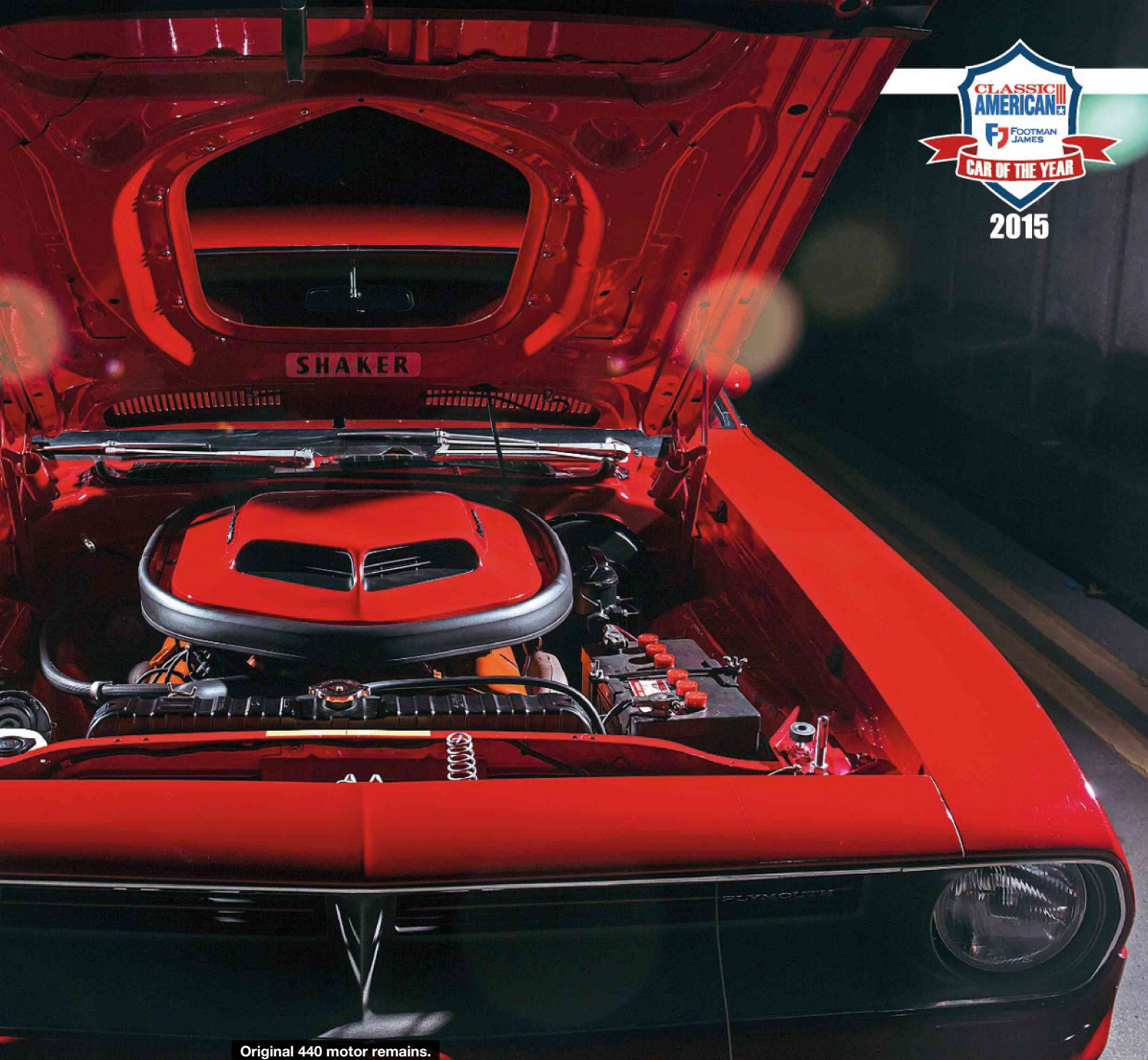


Period-correct Polyglas tyres.



Functional Shaker hood.





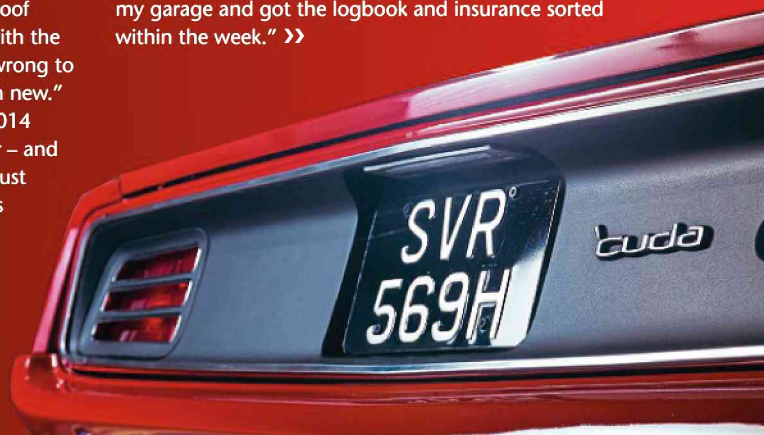
Original 440 motor remains.

"I was always watching for 'Cudas in *Classic American* because I still shied away from importing a car – I was concerned about buying blind or trying to find one during an American holiday. Once I started my search over there I suddenly had a choice of 'Cudas. I could pick colours and options and it meant I wouldn't get a 'known' car – when you buy one within the UK you'll always hear 'that's so and so's old car.' I started looking for a 440 auto with a Shaker hood and black interior. It had to have power steering, brakes and the Rallye dashboard. I've always found manual cars hard work in traffic, plus the autos are bulletproof and easily repaired in the UK. I also wanted a car with the hockey stick stripes already on it – to me it seems wrong to add them to a car that hadn't had them fitted from new."

Steve found his 'Cuda in New York in October 2014 and bought it on his birthday. "It had a red interior – and a red on red car is pretty rare – but otherwise was just what I wanted." Steve then asked for lots of photos and, after a bit of back and forth on the price, paid the deposit and sent the full amount the following week. "The exchange rate was \$1.58 to the pound so I got a good deal." Things suddenly went very

quiet. "I was getting concerned," admits Steve, "the seller became slow to answer e-mails and seemed in no hurry to get the car to the docks, even though I'd paid him the \$200 delivery charge he asked for." Fortunately then Ron Fenton from STS Imports (01245 363800/www.stsimports.co.uk) offered to help. "Ron was fantastic, he sent a couple of guys down there to get the car and put it on a boat for me. Ron emailed me regularly saying where the boat was, then when the 'Cuda arrived in December he got it registered and even delivered it. It was dusty but perfect, I wheeled it into my garage and got the logbook and insurance sorted within the week." >>

440-6





Sixties & Seventies Mopar dashes don't age well. This one is immaculate.

'Cuda could be ordered with Hurst Pistol Grip four-speed manual.



B plus K equals E

Chrysler began work on the new E-body Challenger and Barracuda in 1967. Mercury had just launched the Cougar – its upmarket version of the Mustang – and Plymouth/Dodge wanted their own version to grab some sales. The first requirement was that the E-body could be fitted with all the Chrysler engines, including the 426cu in Hemi and 440cu in V8 big blocks, so there would not be a restricted options list for the new model. Designers started with a modified B-body cowl, which gave the E-car a wide track and allowed the use of the existing K-member to mount the front suspension and axle.

This was the first Barracuda without direct Valiant roots. The E-body Barracuda's exterior was designed by John Herlitz and based around measurements the Dodge and Plymouth would share, although during a design review the Challenger's wheelbase was extended to 110 inches compared to the Barracuda's 108 – achieved with a new floorpan for the Dodge. Despite both cars having similar profiles with raised quarter panels and low rooflines they shared no exterior panels. Chrysler made use of curved one-piece glass, flush door handles and hidden wipers to make the cars look as smooth as possible. A full Endura front bumper similar to Pontiac's GTO was suggested, but ditched due to cost. The 1970 Barracuda got a pair of seven-inch headlights versus the Challenger's quads and even the side marker lights were different. Barracudas were offered in coupe and convertibles, but a fastback, while very in keeping with previous models, was deemed too costly and complicated to produce.

The performance version was badged 'Cuda – the name coming from enthusiasts' slang for Barracuda. Base 'Cuda engine was the 383cu in V8, with a 340 V8 as a no-cost delete option. An additional \$130.55 got you a 375bhp 440, while our feature car has the \$249.55 three two-barrel, 390bhp 440 – an improved version of the engine from the '69 Six-Pack Super Bee/Road Runner – and the optional (\$97.30) Shaker hood. Performance E-bodies came with two transmission choices; the Torqueflite as fitted to Steve's 'Cuda, or a four-speed manual, with Hurst Pistol Grip shifter.

Unfortunately, it all came too late. By the time the 'Cuda went on sale it was obvious that the muscle car was dying out. A whole slew of upcoming legislation soon encouraged Chrysler to drop the 440 and 383 from its options list and detune much of what remained. Crippling insurance for big block cars and increasing police harassment for street racing or even cruising, meant demand for 'Cudas fell from 17,792 in 1970 to 5607 in '71. The 1971 'Cuda got a new front end, with six-box grille and fake gills on the front wings.

While the convertible was axed, you could still buy a new 'Cuda coupe in 1972, although only 7828 people did. The rear tail-lights aped the Camaro, while a return to 1970 styling up front further showed Chrysler's development funds were going into improving emissions, crash standards and developing lower-compression engines to run unleaded gas. In 1974 11,734 Barracudas were built, of which 4989 were 'Cudas, some fitted with the newly optional 360cu in V8 that put out a poorly 245bhp. It was a sad ending to one of the era's better cars. ➤

"I EVEN FITTED NEW OLD-STOCK LIGHTS AND AIR FILTER, IT'S A BIT OCD BUT IT'S WHAT I ENJOY – I LOVE HUNTING FOR PARTS..."

Owner of this year's Car of the Year: Steve Hurd.



Loaded for bear

Yet optimism was likely in the air when this Rally Red 'Cuda left the Dodge Main Assembly Line 1 at the Hamtramck, Michigan plant on September 23, 1969. We know its owner ticked a number of options boxes including tachometer, dual exhaust with chrome tips, (Shaker) fresh air hood, dual racing mirrors (left remote, right manual), AM radio with dual rear speakers, super performance axle package with 4.10 ratio, Rallye instrument cluster pack, power assist brakes, bucket seats in high-grade E4 red vinyl, heavy-duty automatic transmission and a 26-inch radiator. The outside appearance was enhanced by hood tie-down pins, Rally Red (non-vinyl) roof and body and the black longitudinal sports stripe.

All of which strongly appealed to its current owner. "The 'Cuda was exactly what I wanted," says Steve, "an almost done car – not a project and not a trailer queen either. It came from Peoria, Illinois and although people said not to buy from cold states there was no rust. I'm sure it's been restored in the past, probably about 10 or 15 years back I'd guess, using the best parts available then. I've been gradually going through the car replacing certain parts with better or more authentic ones. I put in a new carpet, door cards, seat backs and belts, replaced all the hoses, added new rubbers, correctly dated HT leads, rebushed the suspension and replaced all the interior screws that were

"THE 'CUDA
WAS EXACTLY
WHAT I
WANTED," SAYS
STEVE, "AN
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NOT A TRAILER
QUEEN
EITHER..."



wrong. I even fitted new old-stock lights and air filter, it's a bit OCD but it's what I enjoy – I love hunting for parts.

"It had the wrong master cylinder so I got a new old-stock one in the States and brought that back as hand luggage – which intrigued airport security! I've put in the correct battery, restored the dashboard, put in a new radiator and Shaker. I'm trying to get it back to the day it left the factory, but I've kept every piece I've taken off – just in case." Koni shock absorbers are the only non-original part Steve has added within the long list of improvements.

This has made the car an extremely high standard – proved by the fact that it won this year's Footman James Car of the Year competition at the NEC in November.

But Steve may still make a few further changes. "I'd like to address some small issues with the paint, but I don't want to get to the stage where I'm frightened to drive it. Right now everything works and it goes like a scalded cat, but I suspect the engine's down on power and I'd like to get it up to the 390bhp they had from new. I've considered putting a brand new crate engine in; though a lot of Mopar guys have said not to change it so maybe I'd do some period modifications that can be easily reversed. I'd only ever swap it for a Hemi 'Cuda – which is never going to happen – and several people have told me that compared to the 440s, the Hemis really aren't that great..." ★

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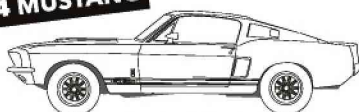
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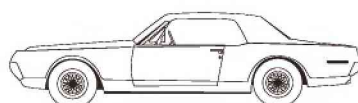
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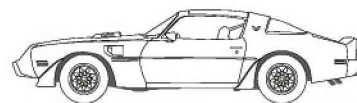
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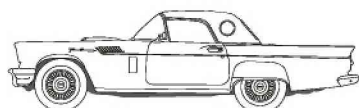
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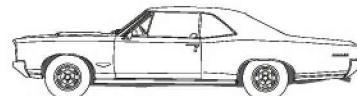
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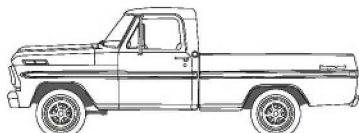
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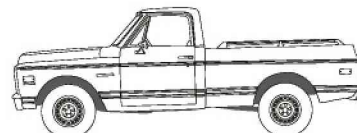
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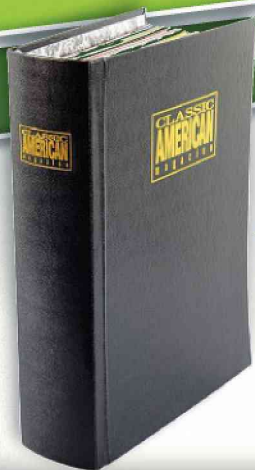
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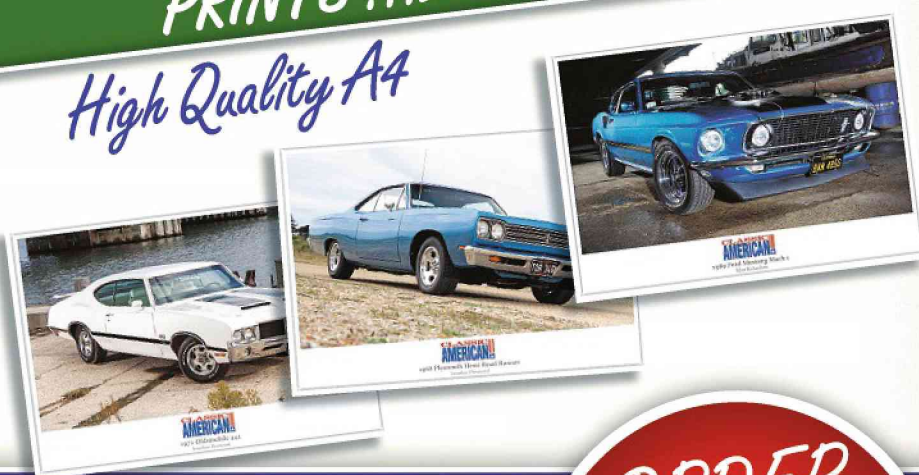
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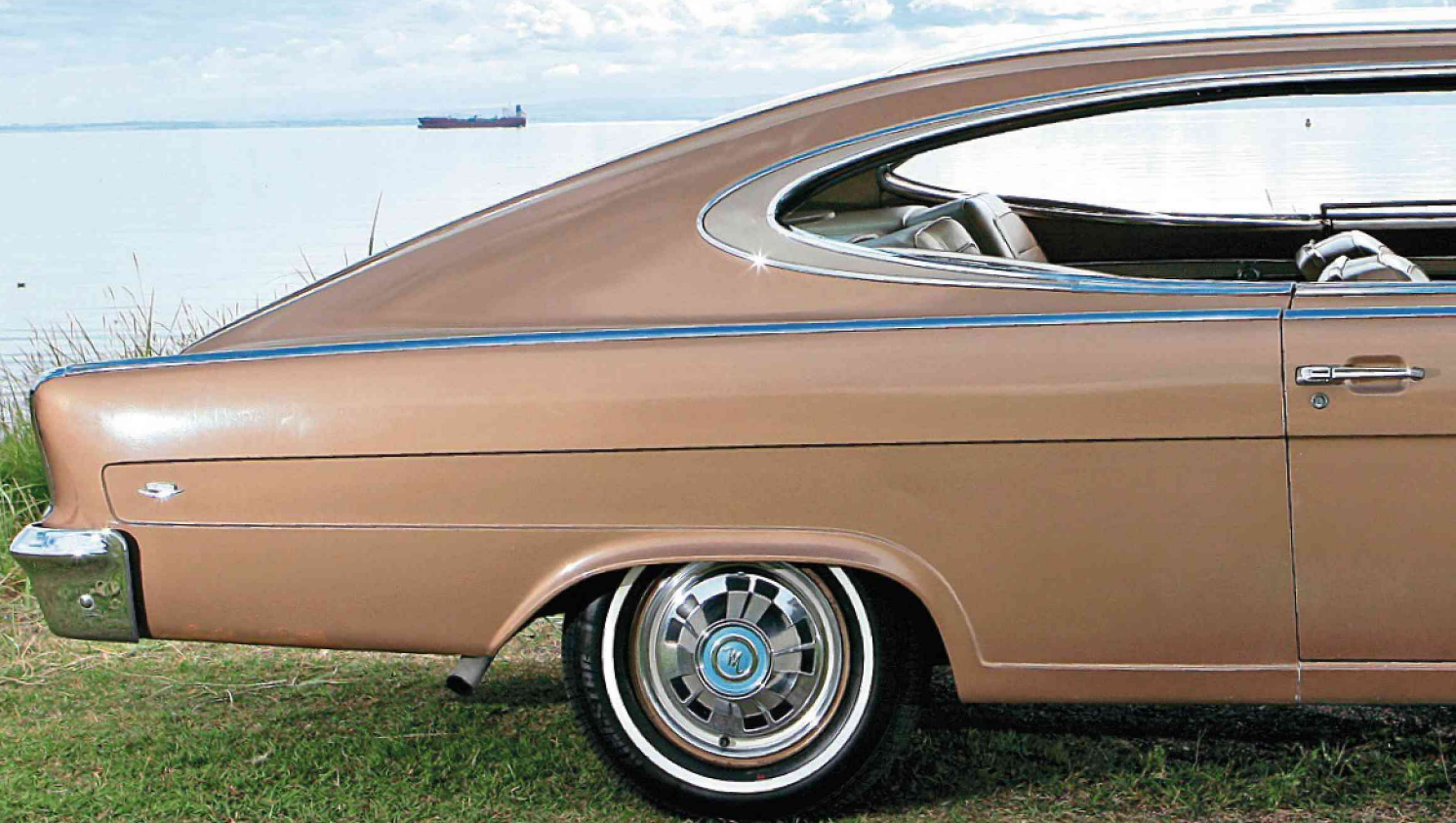
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AMC's Marlin is remembered as a posh pony car that took on the Mustang and the Barracuda – and lost. Drive a good one, and you discover it deserves a far better reputation.

1966 Rambler Marlin

Words: Nigel Boothman

Photography: Lewis Houghton

Why the obsession with sea life? Sometime in the early Sixties, Detroit became convinced that people would love sporty cars if they were named after fierce fish. First we had the Corvette Mako Shark concepts that begat the Sting Ray, then Rambler produced a show car called the Tarpon in January '64, three months before the Plymouth Barracuda swam out into the open. In 1965, the Tarpon changed its scales and went on sale as the Marlin.

Over in Europe we had to be content with the Opel Manta, but perhaps it's just as well we avoided the Vauxhall Salmon or the Ford Pike! It's also worth bearing in mind that if Ford had followed the trend and named the Mustang after something aquatic (Wahoo? Dorado?) instead of a wild horse, all those small two-door coupes and notchbacks like the Camaro and the Challenger would be known as 'fish cars'. >>



But they're not. The Mustang's dominance over mid-Sixties rivals was absolute; even the Barracuda's slightly earlier launch (beating the Mustang by a fortnight, but sadly landing on April Fool's Day) did nothing in the end to avoid it being crushed in the 1964 sales charts – Barracuda 23,443, Mustang 121,538!

Did Rambler's senior execs fear the worst? It was obvious within days of the Mustang's launch that every American car maker needed to grab a slice of this action if it possibly could, and at least AMC had its wheels in motion with the Tarpon concept and its metamorphosis into the Marlin. General Motors had nothing as a direct rival; the Pontiac GTO was making a splash of its own, but they had to wait for the Camaro and Firebird to arrive in the '67 model year for a purpose-built, affordable, option-heavy coupe. And they must have looked at the progress of the Barracuda with unease.

The Marlin was introduced as a mid-year model, hitting the dealer's floor in March '65. By the end of the season, only 10,327 were sold. Yes, AMC's dealer network was considerably smaller than Ford or Chrysler and the Marlin's defenders suggest that the car was always meant as a halo model; a relatively low-production spearhead for a newer Rambler/AMC look. But would they have been happy to build twice or three times as many if the demand had been there? Certainly.

The Marlin was based on the intermediate Rambler Classic sedan, a decision that was later blamed by AMC stylist Bob Nixon for spoiling the car's looks, when he suggested it was, "like trying to build a Corvette on a Buick sedan body." There did seem to be some friction at AMC over the changes that turned the Tarpon concept into the Marlin production car, and two of the most important were the switch in chassis – the Tarpon had been based on a Rambler American with a wheelbase 10 inches less than the Classic's – and the tweak to the roofline.

The story goes that Roy Abernethy, AMC's chief executive, wanted to be able to sit in the back seat in comfort, and he was six feet four inches tall. Chief stylist Dick Teague had agreed to the wheelbase change which allowed a switch from the compact Pony type to a more luxurious intermediate sports coupe, but he was far from happy about the raised roofline. It added height over the rear seat and changed the profile of his fastback roof, and when you see a Marlin in the flesh, you have to wonder whether Abernethy should have left well alone.



Smart gold anodised dash.



Trophy from car's former life in the US.



Altimeter gauge.



AM radio, of course!





Marlin name evokes glamour of big game fishing.

This car is a very smart, largely original Texas example from 1966 with just 84,000 miles and some time spent as a museum exhibit. Parking it in a museum would give ample opportunity to examine that styling, but for our purposes a beach in Fife will do just as well. The lift in the roofline over the rear seats does indeed have an effect; it makes the passenger cabin seem longer than it should in relation to the overall size of the car. In fact, if there's a specific shortcoming to the Rambler's outline, it's that everything from the windscreen backwards belongs to a large, dashing, exciting coupe while everything forward of that point looks like a plain-Jane, compact sedan.

The Rambler's unusual looks might have been the main reason why it failed to sell and ultimately why it disappeared in 1967 after less than three full seasons. Nowadays, viewed 50 years on, there's far more to enjoy than there is to criticise. It has real presence, assisted in the case of this car with dual exhausts turning a gentle corner to exit behind each rear wheel. They are pretty raucous, perhaps a touch too much to go with the car's suave image, but they get across the performance message loud and clear!

And before we abandon the topic of the Marlin's styling, it's worth saying that from most angles it's a very handsome thing in the flesh. The details are beautifully done with touches like those turquoise wheel caps and a surprising amount of brightwork for a car that seems anything but a chrome-boat. The rear three-quarter view is particularly pleasing, while the side windows descend to give a dramatic pillarless sweep that looks good both from inside and out. And once inside, you understand the niche that Mr Abernethy was trying to exploit.

Not only is the Marlin roomier than a Mustang (it was marketed as a six-passenger car rather than the Mustang's four) it would put any pony to shame with the high-end feel of the cabin. This car, from the Marlin's second year, is optioned pretty high with front bucket seats, AMC's 327cu in V8 under a four-barrel carb and a four-speed manual gearbox. There's even an altimeter, for goodness' sake – did they expect the big fish to fly?! Maybe it's just for curiosity value as you tour the mountains of West Texas.

The two-tone interior gives off an overall vibe that's more Buick Riviera than it is penny-pinching pony car. Time to find out whether it drives like a 425 Riv too – Ferrari performance in Bentley surroundings? Surprisingly enough, it's not far off. >>



"THIS CAR, FROM THE MARLIN'S SECOND YEAR, IS OPTIONED PRETTY HIGH WITH FRONT BUCKET SEATS, AMC'S 327CU IN V8 UNDER A FOUR-BARREL CARB AND A FOUR-SPEED MANUAL GEARBOX..."



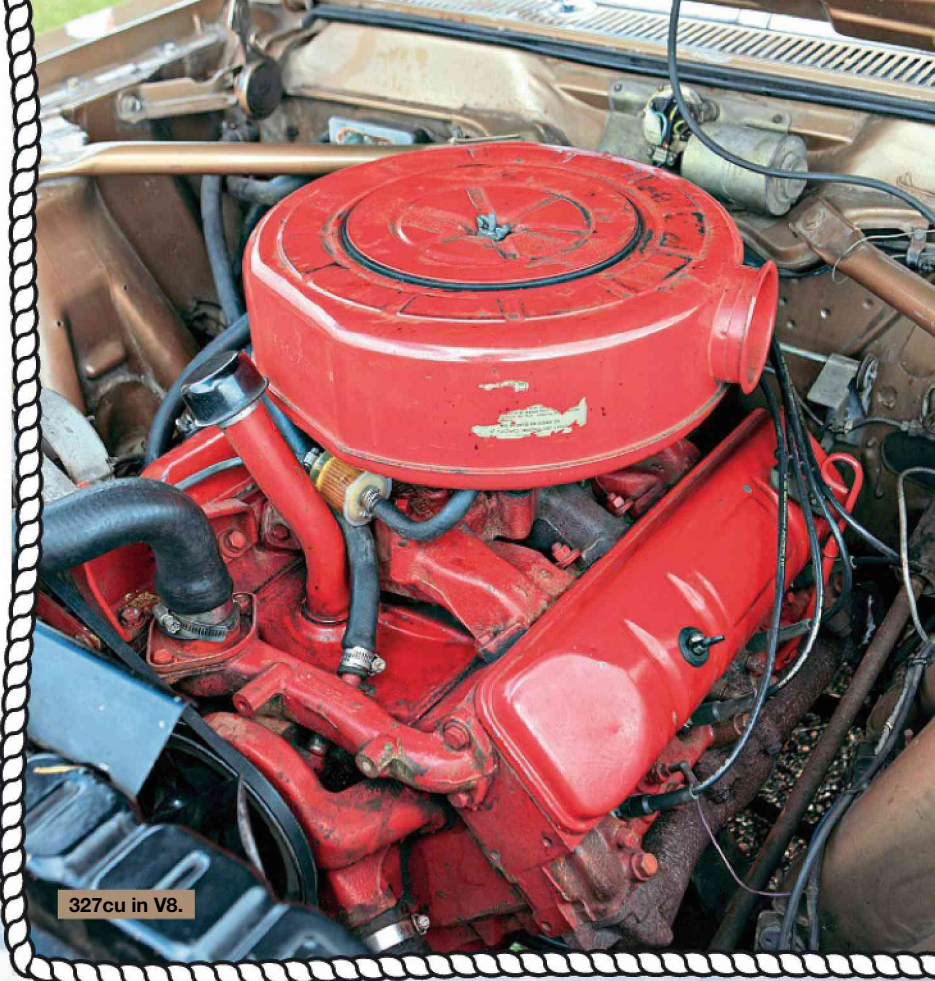
A recent repair to the gear selector bushes has left this Marlin with a satisfyingly precise, short-throw change that encourages the driver to use all the ratios and take advantage of the willing small-block engine. The Marlin might be AMC's idea of a size up from the Mustang, but it doesn't come across that way on the street. There's enough torque to heave you away from a standstill very smartly and it feels rather quicker than the 0-60mph in 9.2 seconds than *Mechanix Illustrated* recorded for the three-speed automatic version. This may also have something to do with the 'Frankenstein' carb, part Holley and part Edelbrock, that's currently feeding fuel.

All in all it's a very driveable, useable machine with nice steering and no wallow, but enough suspension travel to keep you feeling pampered. Rear seat passengers have room to sprawl too – the one upside from Abernethy's changes. If, however, you stop to collect visitors with large suitcases or decide on a sudden visit to IKEA, you might find another of the Marlin's quirks working against you.

That tapering rear end is such a committed piece of styling that it allows for a trunk lid only in the taper itself, picked out on this car with the lighter beige tone. The trunk space is still considerable – you'd manage to get a whole week's worth of Brooks Brothers suits and overcoats in there, with room left over for your wife's haul from Bloomingdales. You just have to post it in through an aperture about three feet square!

Does any of this matter, now that the Marlin has reached the grand age of half a century, and is viewed with all the forgiveness we normally heap on old cars? No, of course not. The Marlin's little eccentricities make it more interesting and more appealing, especially when it turns out to be such a sporty, capable machine on the road. That's certainly one of the aspects which attracts Hamish Wood.

"It was imported early in 2015 and it's got a nice history – very few owners, with the second one taking over from the long-term first owner, who was a neighbour of his," says Hamish, sales manager at Fife-based car import and sales business Kingdom Kustoms. "It's pretty original, with no more than a touch-up here and there for the paint. All we've done is fitted four new tyres, replaced some leaky



327cu in V8.

exhaust pipes and fixed the sloppy gear linkage bush."

Hamish and his boss, Gordon Glen, have had a happy summer through 2015 taking the car to many classic shows around Scotland. "We didn't see another one," says Hamish, "and we're pretty confident the next owner will have the same experience. It attracts more attention than a row of Mustangs and I'll be sorry to see it go." If you dare to be different, land a Marlin. It might not fit on the wall of your trophy room, but it'll look great on the front drive! ★

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• DO THE • *Continental*

Dave Edwards was looking for a Thunderbird when this 1960 Ford Starliner Club Victoria caught his eye, but it's taken time and effort to get it looking like this...

1960 Ford Starliner

Words: Mike Renaut Photography: Matt Richardson

Despite a couple of Vauxhalls somewhere in the mix, Dave Edwards has mainly owned Fords, and he admits that this 1960 Starliner Club Victoria coupe is almost certainly the nicest of the bunch. "My first car was a two-litre Ford Corsair," explains Dave. "It was my dad's and he gave it to me. I did a bit of customising to it; jacked it up, added side pipes and rebuilt the engine – Dad really wasn't impressed...!"

A number of other Dagenham-born cars followed; all marks of Cortinas, a Capri Classic, a Mk3 Zodiac and a Mk2 Zephyr. In fact, the latter three were still on his driveway when he bought this Starliner home in January 2005. "I'd had a 1971 Thunderbird Landau with the suicide rear doors – it was a great car although it had a starting problem which I never did get to the bottom of, despite replacing just about everything that could have caused it. In fact I saw it years later and the guy had fitted two batteries just so he could jump start it. It had a brilliant radio with a face that used to flip over between AM and FM – I used to play with it just watching it revolve! >>



Dave Edwards with partner Anita Hayward

"I decided I wanted another Thunderbird. When I went up to Dream Cars (01737 765050/www.dreamcars.co.uk) they let me walk through their warehouse and I was going up and down the rows until I saw this Starliner; it was a slightly darker blue, but I really liked it – it was such an unusual car." From what Dave understands, the car was shipped to the UK via Germany after being auctioned in the United States. "Apparently the owner didn't want it for some reason. I know it's a Texas car because the inspection stickers on the screen are Texan and dated March 2003. I decoded the VIN and that shows the Starliner was built in the Texas plant on November 24, 1959."

Ford had won design awards with its 1959 model, so America was interested to see what it had to offer for '60. They found out on October 8, 1959 with the launch of 'The Finest Fords of a Lifetime.' Although much of the chassis was carried over from the previous year, all the sheet metal on top was new. The '60 Galaxie was almost four inches wider, some six inches longer and almost 200lb heavier than the '59 model. Graceful styling hid that extra heft well. The trademark circular tail-lights were replaced by half-moon lenses, but only for this year, while at the front the curved styling hinted at next year's Thunderbird.

The previous hardtop retractable Skyliner was gone (much of its technology would live on in the Thunderbird and Continental convertibles), but instead there was this striking new pillarless, semi-fastback, two-door coupe the brochure called 'a dashing sports car for six passengers'. Ford borrowed Chevy's theme for horizontal tailfins and the name Starliner might well have come via Studebaker. The new model sold fairly well, Dave's is one of 68,461 Starliner coupes sold for the 1960 model year and Ford sold 44,614 Sunliner convertibles. Overall Galaxie production was 289,200, but Ford returned to the formal hardtop roofline for 1961 – making this roofline a one-year-only deal.



Continental kit is a rare option.

"FORD HAD WON DESIGN AWARDS WITH ITS 1959 MODEL, SO AMERICA WAS INTERESTED TO SEE WHAT IT HAD TO OFFER FOR '60..."



Ford's tricolour rampant lion crest.



Texan inspection stickers.



More power to you

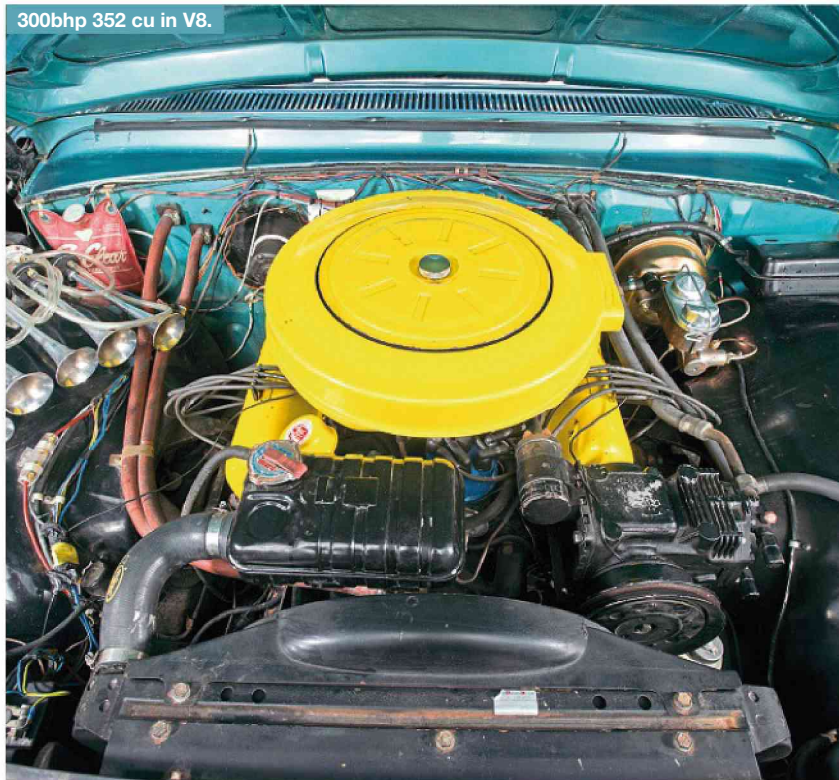
This Starliner is, in used-car parlance, 'fully loaded,' or at least very nearly. "About the only options it doesn't have," says Dave, "are electric seats and power windows. It's got power brakes and steering, air conditioning, dual spotlights, fenderskirts..." And what Ford referred to as the sports spare wheel carrier – a Continental kit to you and me. Apparently that's a pretty rare addition: "I was talking to a Ford parts supplier in the States, an old guy, and when I mentioned the Continental kit he said he'd never seen one. I know *Classic American* featured a '60 once before (*actually we've featured two Sunliners, one in CA135/July 2002 and the other in CA225 Jan 2010 – Ed*) that had one, but I've been told this is now the only Starliner in the UK with a Continental kit fitted.

"Several people at shows have even said it's likely the UK's only Starliner." We trust you'll let us know if that's not the case...

Under that big bonnet lurks the Thunderbird 300bhp, 352cu in four-barrel V8, backed by a three-speed Cruise-O-Matic automatic box and column shift. "I'd like to have had the triple carburettors, but as it is there's plenty of power," says Dave, "and I use it as intended; I've driven at 90mph – although it does get a bit floaty, it seems happy enough – and 80mph is no problem for it. Friends with cars like this seem to stick at 50mph on the motorway, but there's no need to. It's certainly a lot happier on radials than the cross-plies it came with – they were scary!" Fuel economy isn't an issue either. "It does about 21mpg around the houses and that drops to 18mpg if I'm enthusiastic, my Mk3 Zodiac did worse than that."

Dave has made a few changes over the past 11 years. "I added a mirror/spotlight for the passenger side to complement the one already fitted on the driver's side, and I put the twin aerials on the back. At first I had a pair of Chevrolet ones that sat at 45 degrees, but I couldn't have Chevy parts on a Ford so I swapped them for these from a '58 Ford." The biggest change was a respray to the original blue: "It's KM code Sultana Turquoise, with a Corinthian White roof; the previous colour didn't really

300bhp 352 cu in V8.



Plastic windscreen washer bag.



match the interior, although if you look closer it's actually done in two different shades of green. I suspect the black cloth inserts of the seats have been renewed in the past, but the vinyl looks original and as far as I know you can't get remanufactured door cards for these either. I've got a new parcel shelf to put in at some point too since the car has leaked in the past – they always do when the window rubbers are that fuzzy material. That was another reason to respray the body. It got taken right back to bare metal – that was scary seeing it like that, I wondered if it would ever all go back together!" >>





Four-door hardtop version.

Used, but never abused

Despite all that work Dave is far from precious about his car. "It goes out in the rain," he laughs, "and I leave it in cars parks and at shows – I like to look at the other cars on display so that means it has got a few scratches and knocks over the years. The first time out after the respray they'd resurfaced the road and a car went by and covered the front in stones – little chips everywhere! But what can you do? It's a car and it's for driving." Though Dave does fully intend to have the car repainted again in the near future.

He is also keen to point out just how practical the Ford is. "I fancied a Vauxhall Cresta PA but you can't get much in the way of parts, it's surprising how much you can get for a '60 Starliner. If I want a windscreen I can get one in a choice of colours, most of the trim is still available and there are companies remaking chrome parts and rubbers. Last time it was resprayed I had trouble getting trim clips, so this time I'm prepared and I've got all the parts ahead of time." Some parts still proved elusive though. "Look at the bumper," says Dave, "it has chrome clips that go over the bumper bolts. The ones on the facing surface are circular, but the ones on the top are oval. There's



Continental kit easily adds another foot in length.

"I'D NEVER SELL THIS ONE IN THE UK – I WOULDN'T LIKE TO KEEP SEEING IT AT SHOWS BELONGING TO SOMEONE ELSE..."

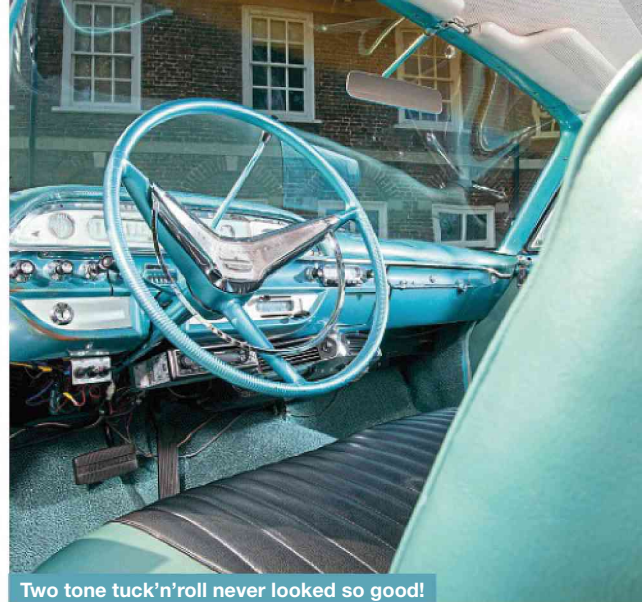


Convertible version was called the Sunliner.

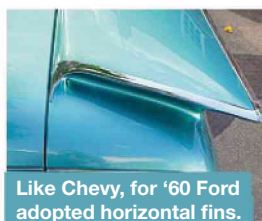
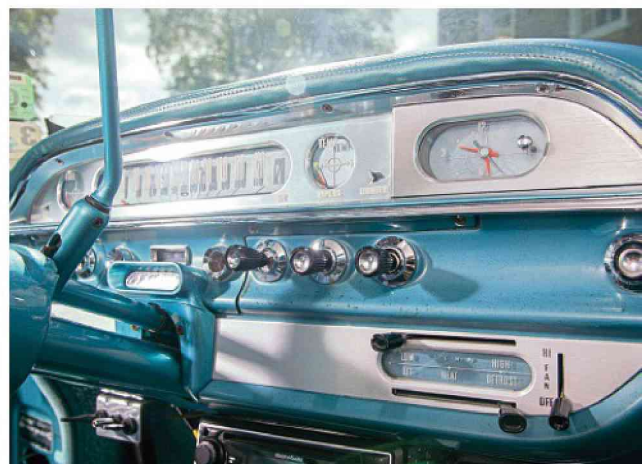




Front wings boast twin hood ornaments.



Two tone tuck'n'roll never looked so good!

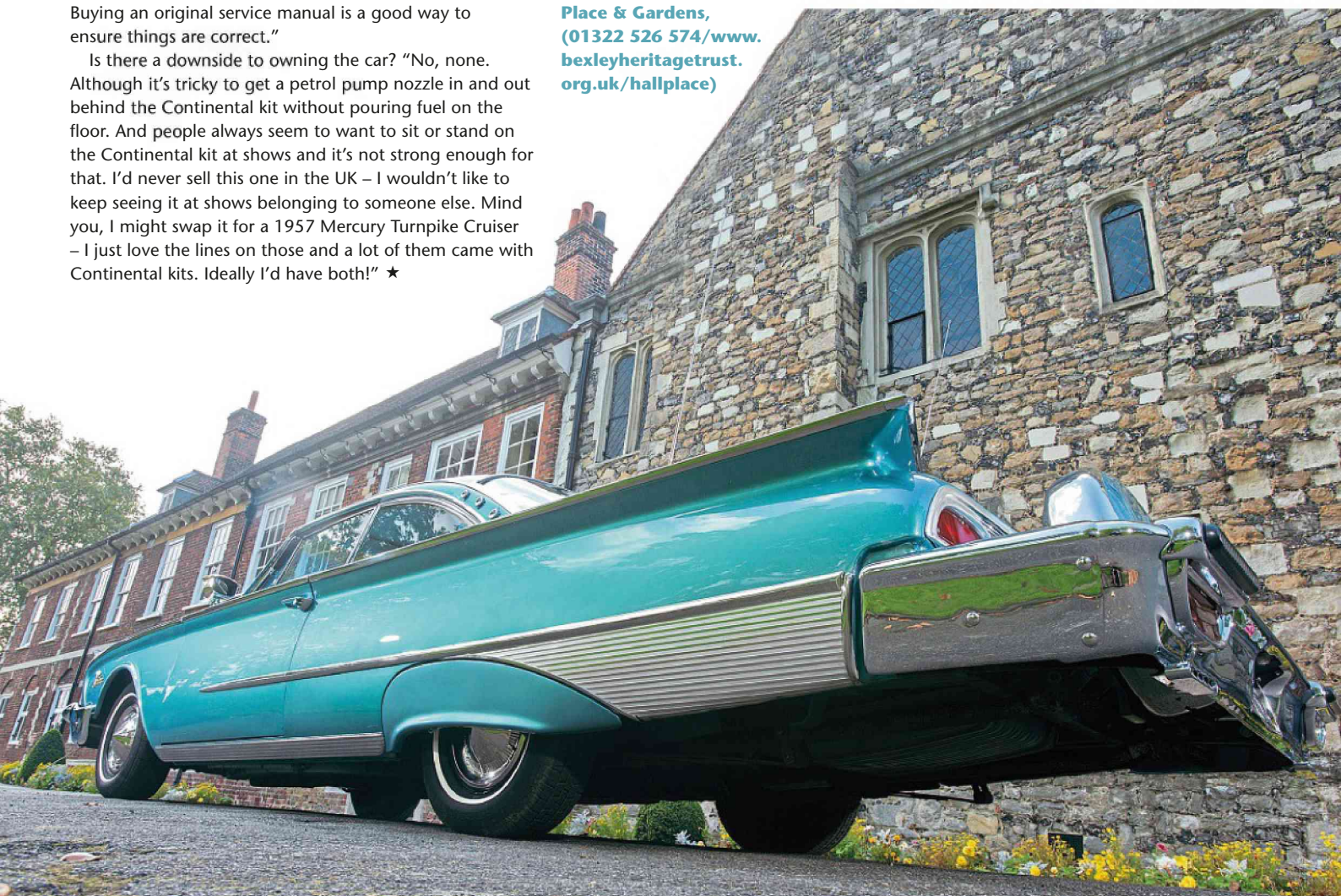


Like Chevy, for '60 Ford adopted horizontal fins.

Thanks to Emma and the staff at Hall Place & Gardens, (01322 526 574/www.bexleyheritagetrust.org.uk/hallplace)

three oval ones on the front and two on the rear bumper. I was missing one and found a guy who was selling six on eBay. He wanted \$500! After searching through 70 pages of listings I found someone with a box of nine clips – they originally came 10 to a box – and I got those for \$75. The Continental kit tray came with three vertical chrome strips on each side. I realised there should be four mounted horizontally – they used the same holes – so that took a bit more searching. Buying an original service manual is a good way to ensure things are correct."

Is there a downside to owning the car? "No, none. Although it's tricky to get a petrol pump nozzle in and out behind the Continental kit without pouring fuel on the floor. And people always seem to want to sit or stand on the Continental kit at shows and it's not strong enough for that. I'd never sell this one in the UK – I wouldn't like to keep seeing it at shows belonging to someone else. Mind you, I might swap it for a 1957 Mercury Turnpike Cruiser – I just love the lines on those and a lot of them came with Continental kits. Ideally I'd have both!" ★



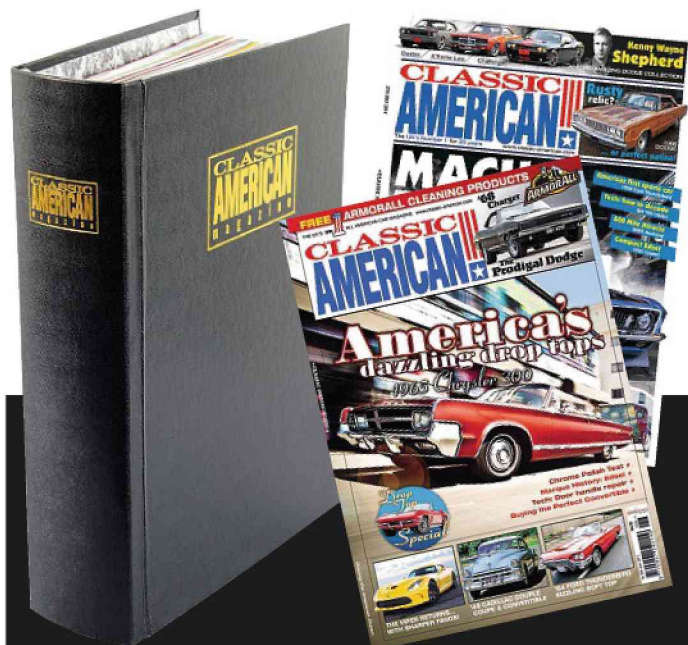
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CLASSIC AMERICAN PEOPLE

Frank Kurtis

This month Richard Heseltine celebrates the fast-paced life of Frank Kurtis who, while famous for his racing cars, tried his hand at many different facets of the automobile world... with varying degrees of success!

Much has been written about how the British turned the Indy 500 on its head back in the Sixties. Cooper, and then Lotus and Lola, uprooted the goalposts and ran away with them in that decade; their mid-engined 'cigar tubes' beating up on the established Roadsters which suddenly seemed horribly archaic. Except, that only tells you part of the story. Consider this statistic. Of the 33 cars that started the 1953 running of the classic race, 21 were made by Frank Kurtis. And that includes the winner! Innovation? There was no need for it. Prior to the European invasion, you could buy a body/chassis off the peg and acquire an engine from the likes of Harry Offenhauser. All you needed then was a battle-hardened race mechanic to piece it all together. And, for at least a decade, if you wanted to win at The Brickyard, driving a Kurtis was a step in the right direction.

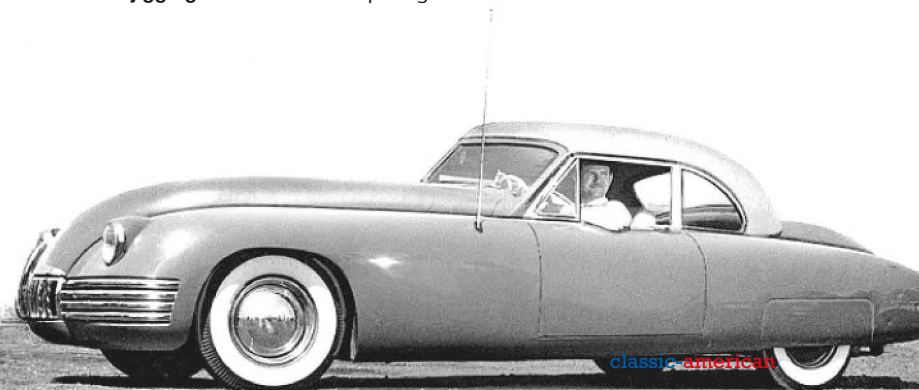
But there was much more to this extraordinary man than just oval racing. His career encompassed everything from building custom cars, before the term even existed, to hush-hush contributions to the Space Race. His life was rarely dull, that's for sure. Even more so when you consider

Words:
Richard Heseltine

Below: Frank Kurtis aboard his self-built Buick-based sports car which ultimately served the basis for...

Above: ...what in time became the Muntz Road Jet after a fair amount of rejigging.

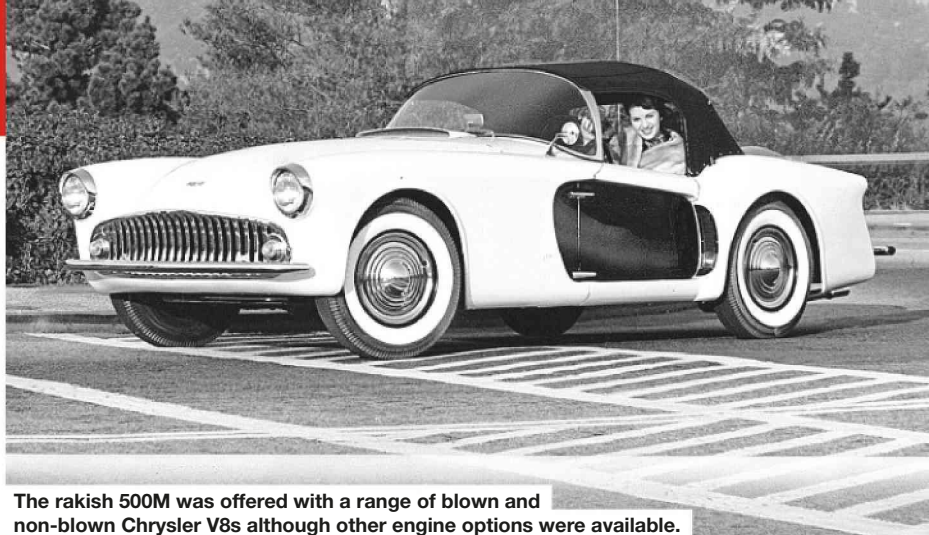
that he spoke very little English prior to entering school. Born Frank Peter Kuretic in Crested Butte, Colorado on January 25, 1908, the blacksmith's son was of Croatian stock, and English wasn't spoken at home. As a boy, he helped out in the family smithy, honing skills that would in time prove useful after the family upped sticks and moved to Los Angeles in 1921. A year later, the rebranded Kurtis Sr landed a job at the Brokaw Auto Body Company and then the famed Don Lee Coach and Body Works; his son quitting school and joining him shortly thereafter (having lied about his age). Despite being only a child, he was already six feet tall and imposing with it. The ruse worked. >>



The 14-year-old soon found himself under the protective cloak of the firm's resident artiste, future General Motors styling chief, Harley Earl. This design colossus was impressed with Kurtis Jr's natural flair for shaping metal and treated him as something of a protégé. Kurtis would go on to work on cars for Hollywood glitterati such as doomed comic actor, Roscoe 'Fatty' Arbuckle. However, as the decade drew to a close he left, in part due to a downturn in demand for coachbuilt luxury cars as the Depression made its presence felt. Unbowed, the enterprising young man bought wrecks and straightened them out before selling them for a small profit. He also customised mainstream production cars for himself and customers; one of his more extreme creations being a remarkably accomplished boat-tailed, two-seater convertible that was based on an Essex frame and powered by an Oldsmobile engine.

Following sporadic bouts of working for Don Lee's other automotive enterprises, and a spell making trailers, Kurtis set about building his first single-seater Midget track racer. He completed it in 1933 while simultaneously shaping one-offs and show queens as a subcontractor to the likes of Howard 'Dutch' Darrin, albeit without much in the way of recompense or credit. Nevertheless, he began offering his Midgets for general sale from 1938, but racing took a back seat during World War Two when he turned over his skills to the war effort. Kurtis worked on several military contracts and also had a sideline making children's toys. It was during this time that he also created a one-off Ford V8-powered three-wheeler which he sold to Gary Davis, who in turn modified the prototype and launched it under his own name in 1948.

Much of Kurtis' wartime work centred on making parts for aeroplanes, and in peacetime he introduced aircraft-building techniques into Midget construction (tubular spaceframes, Dzus fasteners and so on). Throughout the rest of the Forties and the following decade, it wasn't



The rakish 500M was offered with a range of blown and non-blown Chrysler V8s although other engine options were available.

"THROUGH-
OUT THE
REST OF
THE FORTIES
IT WASN'T
UNCOMMON
FOR A
KURTIS-
KRAFT
MIDGET TO
BLANKET
THE TOP 10
FINISHERS
IN RACES
ACROSS THE
COUNTRY..."

uncommon for a Kurtis-Kraft Midget to blanket the top 10 finishers in races across the country. It is widely estimated that he made around 550 Midgets, usually with Offenhauser power, and he sold roughly the same number in kit form for self-assembly.

However, Kurtis had bigger fish to fry. As far back as the late Thirties he had first conceived a car to compete in the Indy 500, but it wasn't until 1948 that a car bearing his name first competed in the great race. Driver Jimmy Jackson was classified in 10th place. Two years later, Johnnie Parsons claimed honours in a Kurtis 1000 and the marque would win again in 1951, before taking a hat-trick in 1953-55. Kurtis' cars were still in the hunt as late as 1965, with some 121 being reputedly made of all types.

One of Kurtis' less celebrated enterprises was the construction of sports cars in a variety of different body styles and configurations. Kurtis built his own one-off, Buick-based device in the early forties, and followed through in 1946 with the Kurtis-Omohundro Comet which is widely considered to be the first true post-war American sports car. It was funded by Paul Omohundro, a California industrialist who was also trumpeted as being the co-designer.



This 500H – or 'D-A Lubricant Special' – was the only Indy Car built by Frank Kurtis with independent 'Dubonnet' trailing arm suspension. It was involved in a first lap incident during the 1958 Indy 500, but driver Johnny Thompson gamely clung on for a further 50 laps despite severe handling problems. It was driven to seventh place a year later by Duane Carter.

A press release from the time promised manufacture of the Mercury-engined car would commence the following year, and with the full blessing and collaboration of the Ford Motor Company, which would supply running gear. However, the scheme ultimately came to naught.

It wouldn't be the first time that Kurtis and a patron would part company in haste.

Three years later, the Buick-based car plus corresponding tools, dies and assets were sold to entrepreneur and would-be motor mogul Earl 'Mad Man' Muntz. The former used-car salesman in turn had Kurtis, together with future Indy 500 winner Sam Hanks, redesign the car for manufacture in volume to the point that it only loosely resembled the car which bore it. Muntz's brave new world ultimately emerged as the Road Jet, but it failed to sell even close to the numbers once envisaged.

Nevertheless, Kurtis followed through and created sports cars under his own name, most famous of them all being the 500S, a brutish-looking cycle-fendered machine that was visually similar to an Allard J2 but which owed much of its architecture to the firm's Indy weapons. Kurtis also offered the car in chassis-only form to which customers had to fashion or obtain their own bodyshell.

Then there was the track-only 500X and the altogether more civilised (all things being relative,) 500M which was developed in conjunction with financier, Robert McCulloch, the chainsaw magnate who famously acquired London Bridge and moved it piece by piece to Arizona. PR bumbf from the time stated: "We have attempted to build a machine combining the manoeuvrability and handling of a competition model with the beauty, dependability and all-weather comfort of a family car."

And while Kurtis' sports cars didn't attain quite the same level of track success as his oval racers, they nevertheless gave the thoroughbreds from 'Yurup' a bloody nose every once in a while. One early adopter

Track-orientated 500S wasn't pretty, but it was reasonably effective against European opposition.



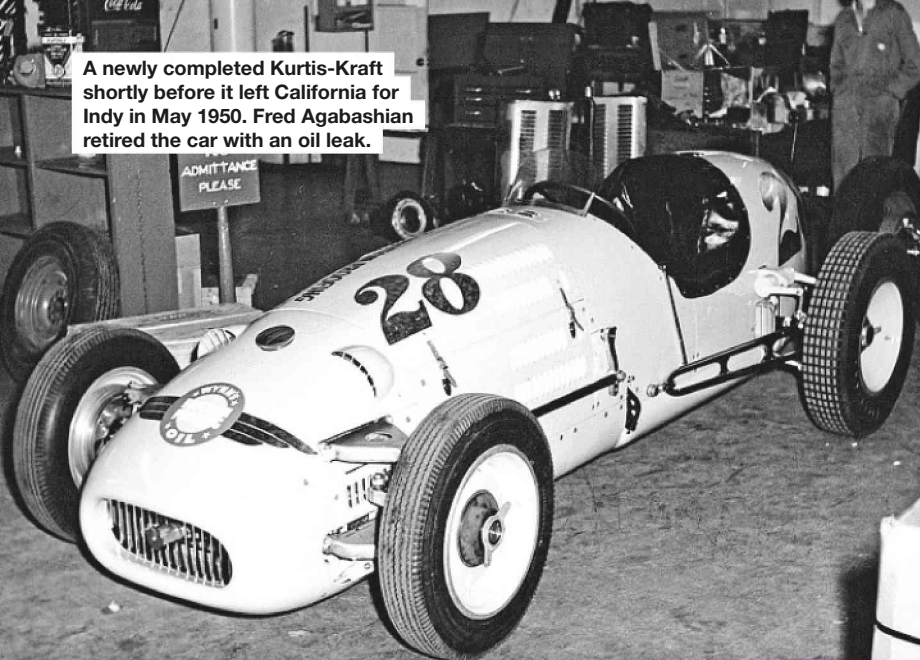
was future NASCAR and Baja legend Bill Stroppe who won several sports car races aboard one, while Indy winner Troy Ruttman also tried his hand at 'roundy-round' racing in a similar car. Unfortunately, Kurtis discovered there was little demand for his wares purely as road cars despite their explosive performance.

Offered with a choice of engines ranging from six-cylinder Ford to 392cu in Chrysler V8, *Road & Track* magazine extracted a 0-60mph time of just 4.7 seconds when it tried out one with 354cu in Cadillac power. Even so, few punters wanted one.

If Kurtis' cars lacked one thing, it was beauty. This was something of a mystery given that he had hitherto created some fantastically elegant machines. He attempted to remedy the situation by dreaming up a Lincoln-powered coupe, styled in part by the brilliantly monikered McKinley W. Thompson Jr. Though conceived as a road car, there were plans to build a competition variant. There was even talk of a Le Mans bid, but it's widely held that work didn't even start on the prototype, despite a flurry of renderings appearing in the specialist press. >>



A newly completed Kurtis-Kraft shortly before it left California for Indy in May 1950. Fred Agabashian retired the car with an oil leak.



The 500 G-2 – or 'Jim Robbins Special' was built at a cost of \$20,000 for a run at the 1957 Indy 500.

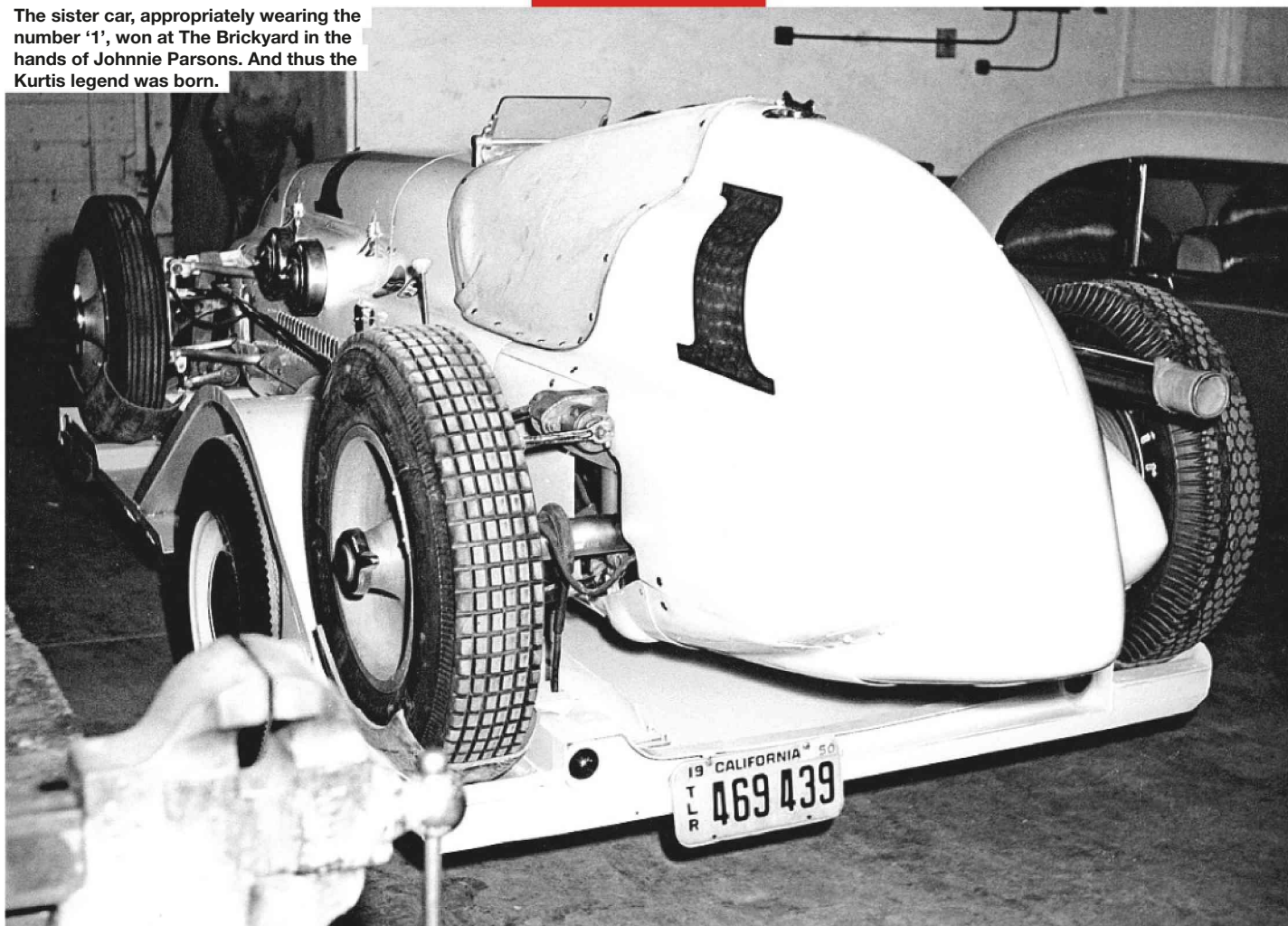


It didn't help that Kurtis wasn't particularly business-minded. He and McCulloch soon fell out, which prompted the closure of Kurtis-Kraft Corp and the formation in 1956 of the Frank Kurtis Company. Sports cars were now a thing of the past and, by the early Sixties, so were Indy Cars. The firm subsequently became embroiled in making everything from go-karts to chassis for rail dragsters; Bonneville streamliners to so-called 'start carts' for the Lockheed SR-71 Blackbird. The Europeans were welcome to Indy. He told *Car Life* in 1961: "The Europeans have made tremendous strides technically and in terms of safety in the past few years – the manufacturers were forced to look for new ways to get more speed from less horsepower, and they did it!" In 1968, Kurtis handed over the reins to his son Arlen who

continued the family tradition of building speed machines. These included a boat built for a world speed record attempt and the revival of 500S sports car production in the late Eighties, as original Kurtis cars began to go for big money during the first classic car boom.

Frank Kurtis died of a heart attack on February 17, 1987. He was 79. And while his name isn't uttered in the sort of awed tones reserved for the likes of Carroll Shelby or even Briggs Cunningham, his cars won more races than either of theirs combined. What's more, he actually got his hands dirty! Kurtis may not have been an innovator and his fame may not have spread much beyond North America in period, but in spite of being largely forgotten for these reasons he, nevertheless, well deserves to be remembered. ★

The sister car, appropriately wearing the number '1', won at The Brickyard in the hands of Johnnie Parsons. And thus the Kurtis legend was born.



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Words: James Maxwell

SELLING *Pony Car* THE/DREAM!

We all know that American car advertising became increasingly sophisticated and savvy after the Second World War, and by the time it came to selling the all-new Ford Mustang to a new breed of consumers, a whole new ball game was required...

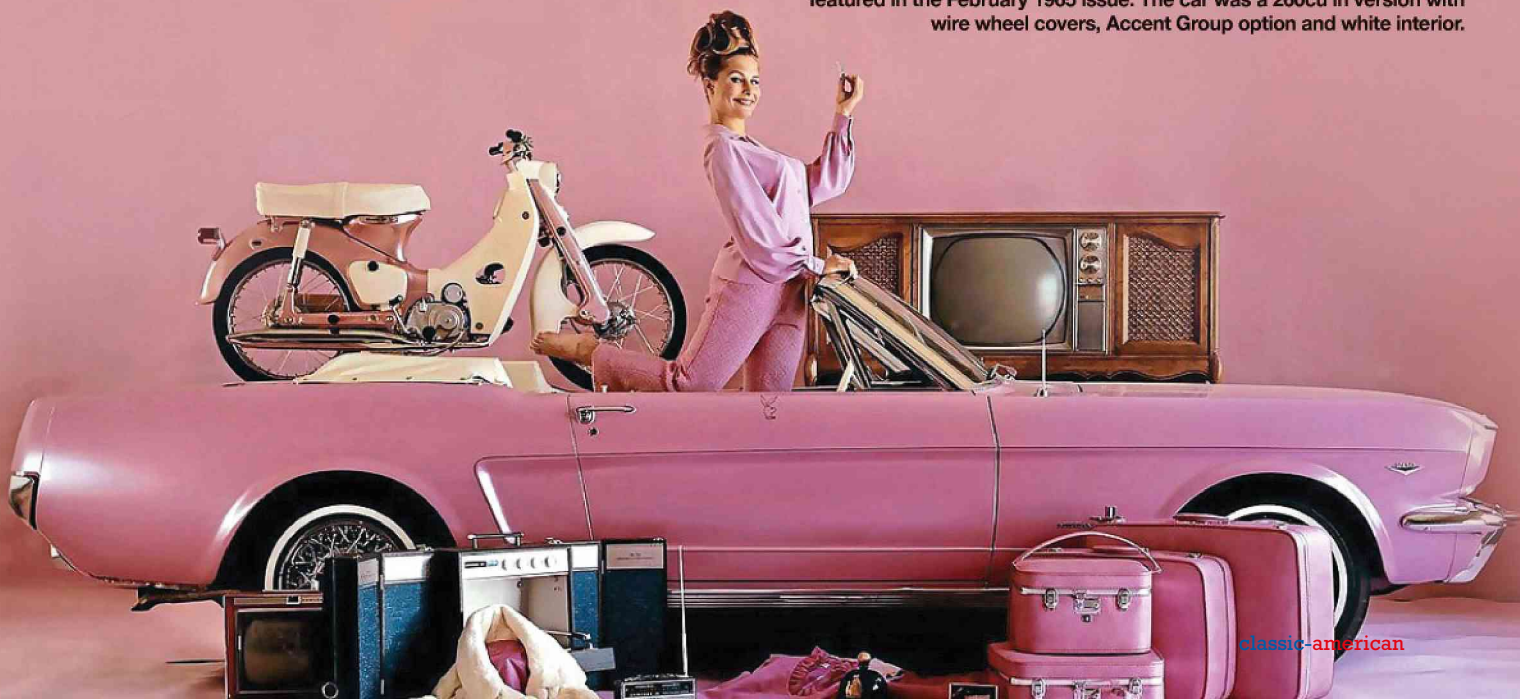
Historians agree that in April of 1964, when the Ford Mustang was released to the buying public, the car practically sold itself, as it looked much more expensive than it was, plus, it was so exciting, new and fresh in its overall appearance that buyers just came to the car in the showrooms. Ford Motor Company's advertising agency at the time was J. Walter Thompson and it came up with a full advertising campaign in the form of a barrage of interesting, creative ads that helped paint an exciting picture. The campaign was along the lines of: "A lot of car for the money" and "Drive a Mustang, get the girls!"

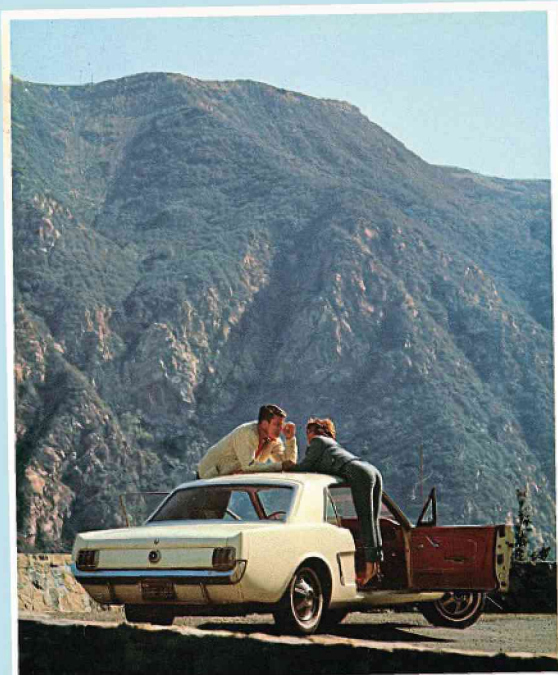
At the launch of the car and into the first few years of 'pony car' sales, colourful Mustang magazine ads appeared in all the major mainstream publications

(Life, Look, Time, Newsweek, and the like) plus every auto magazine out there. Looking back it's hard to say just what total impact these advertisements had in contributing to the total sales figure, as many feel the Mustang was such an easy sell just on the merits of the styling and low price (before options) that it effectively sold itself. That notwithstanding, there was some very slick, humorous and sophisticated marketing going on...

Here's a recap of some of the advertising that was published over the years focusing on the Mustang, including some ads that were not generated by Ford but by outside companies that wanted to be associated with the success of the original 'pony car' that changed the automotive world! >>

Working with Hugh Hefner and Playboy Magazine in 1964 was an arrangement for Ford Motor Company to supply a 'Playboy Pink' hued mid-1964 Mustang convertible for Playmate of the Year Donna Michelle, featured in the February 1965 issue. The car was a 260cu in version with wire wheel covers, Accent Group option and white interior.





WHAT SORT OF MAN READS PLAYBOY?

A young man on the move who likes a frequent change of scenery, the PLAYBOY reader often brings along a scenic attraction of his own. Facts: Over half of all PLAYBOY reader households own two or more cars. And readers in a fourth of all PLAYBOY households drove more than 30,000 miles in the past year—well above the national average. That's really giving it the gas! And oil. And tires. Giving you more mileage per ad dollar, too. (Source: Playboy and the Automotive Market, a survey by Conaway/Miliken Corp.)

Advertising Offices: New York • Chicago • Detroit • Los Angeles • San Francisco • Atlanta

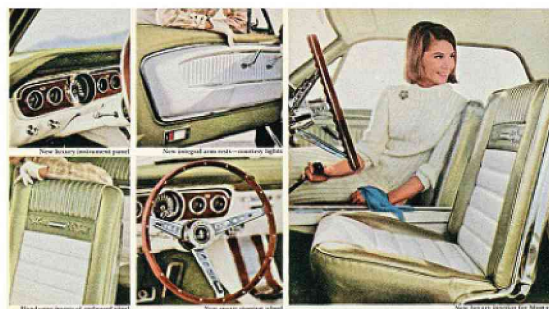
The answer to the question: "What sort of man reads Playboy?" in this 1965 advertisement indicates an owner of a new Ford Mustang, in this case a hardtop version, Wimbledon White with red interior. When a car is hot in the marketplace everybody wants to join in the fun.



An early publicity photo shot with a group of teenagers, surfboards, a guitar and the waves of the Pacific Ocean as a backdrop. Youth, fun in the sun and do it in a droptop Mustang was the message.

"MANY FEEL THAT THE MUSTANG ... EFFECTIVELY SOLD ITSELF."

A Poppy Red Mustang convertible was the main image of this two-page magazine spread, continuing with the "Get a Mustang and get a girl" subliminal message. This ad also talked about the high performance power that was available as optional equipment, the "271bhp solid lifter header-exhaust stormer" plus mention of Cobra kit bolt-on parts available through the dealer. "You want the four-Weber 343-horse one? Just let us know."



New luxury interiors, new GT performance package for America's favorite sports car

Design yourself a luxury Mustang or a sports Mustang! Take any Mustang—hardtop, convertible, 2+2, V-8—V-8 is more luxurious! Order your luxury interior option and here's what you'll get: instrument panel with wood-grained vinyl trim; new bucket seats with handsome embossed inserts; sports steering wheel with chrome "fingers." And more! Design a Mustang GT. Here's what comes (and goes!) with the new GT package: 225-hp.

V-8 • 3-speed, fully synchronized stick shift • special GT grille with built-in fog lamps • GT insignia on front fenders • GT fahd instrument cluster • GT paint stripe • dual exhaust system with chrome "trumpet" extensions • front-wheel disc brakes • special handling package. Or order the GT package with the 271-hp, solid-lifter High Performance V-8 and 4-speed stick shift. Design your Mustang GT today at your Ford Dealer's!

MUSTANG
Unique Ford GT stripe—
badge of America's greatest
road performance car!

The 'GT' Performance package came in 1965 and this advertisement shows the wooden sports steering wheel, the newly released integral arm rests, embossed vinyl upholstery, plus the new GT paint stripe, with GT front fender emblem. The Mustang was offered in different packages for the various buyers out there, which included men and women of all ages, tastes and desires.



Sweetheart of the Supermarket Set

It had to be. With non-stop thrift, with extra-mild performance, with all-around, All-American elegance, Mustang has become the sweetheart of the Supermarket Set.

And Mustang makes people feel just great. Great at the supermarket... grand at the opera... casually elegant everywhere. (Why not, with bucket seats, snappy stick shift, plush carpeting and all the other no-cost specials that a Mustang features?)

Why not make a date for a fast drive? You, too, can go places with the sweetheart of the Supermarket Set!



The 1966 'Sweetheart of the Supermarket Set' ad is obviously geared at the female new-car purchasing market, and with all the standard features of the Mustang listed, it's also about sending a message that this is an example of a girl who is as smart as she is pretty. Plus, she earned an 'A' in Home Economics!"



the unexpected...

Mustang hits the starting line full bore!



could it be his broomsticks?
(or the Ford Mustang)

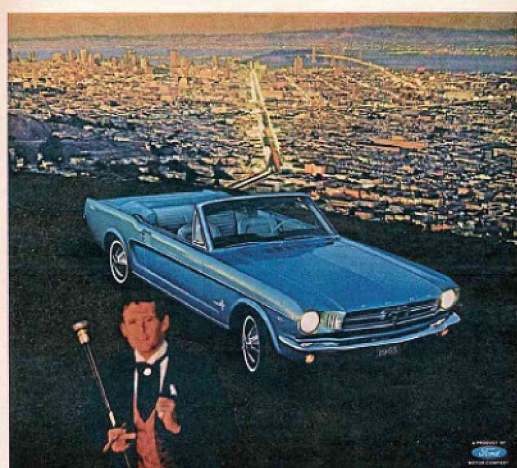
Your guests are as good as ours. The Mustang will get him places. But, he'll need the extra insurance of Broomsticks slacks. Specially designed in our very own clean-room model that creates a smooth, subtle, "welly" look, just leaves you confident-free. Glen Oaks crafts Broomsticks slacks from wrinkle resistant fabrics of wash and wear 65% Fortrel polyester, 35% combed cotton—50% Fortrel, 50% wool rayon—50% Fortrel, 45% Fortrel Rayon. Slacks from with an extensive world-hand. At stores everywhere about \$7.00 to \$9.00—Glen Oaks Slacks, 36 East 38th Street, N.Y. 10.

BROOMSTICKS®
slacks by glen oaks with fortrel®

Win a Mustang!

IN THE
BROOMSTICKS
SWEEPSTAKES
Pick up your Broomsticks
Sweepstakes Slacks at your
favorite retailer. That's it,
nothing to trip + no time
wasting. You may be the lucky
winner. It's as easy as all that.

To help portray its line of "wash and wear" wrinkle resistant Broomsticks slacks as being trendy and with the current times, Glen Oaks from New York featured a new 1965 Mustang in its Playboy Magazine advertising. In addition, it worked with the Ford advertising agency to get a Mustang itself and give it away to a customer, which is cross-advertising at its best!



Bernard was a born loser. He couldn't win at Solitaire, even when he cheated. Enter Mustang—the car that's practical, sporty, luxurious. Your choice! Bernard chose the sporty options. Got a 289 cu. in. V-8. Four-on-the-floor. Tachometer and clock combo. Special handling package. Front disc brakes—and did Bernie's luck change! Yesterday he won San Francisco in a faro game. And now he's got his eye on New York. Mustangers always win.

Next year get to go Ford
MUSTANG!
MUSTANG!
MUSTANG!

This Mustang-specific print ad strikes the modern eye as a quaint "Buy the car and get the girl" idea, but it is presented in such an over the top manner as to be tongue in cheek. In this example Bernard buys himself a Mustang and soon after wins San Francisco in a card game! We also see the odd moniker of 'Mustanger' used to refer to all Mustang owners.



Youth is
a wonderful thing.
What a crime
to waste it on children.

—George Bernard Shaw



MUSTANG
YOU'RE AHEAD IN A FORD
Ford

The famous George Bernard Shaw quote "Youth is a wonderful thing. What a crime to waste it on children" was the tagline for this 1966 ad featuring an elderly couple seated in a convertible Mustang. The message, of course, was that anybody of any age should buy a Ford Mustang!

When the fastback version was released there were publicity photos released showing them at a staged setting on a gymkhana course, a way to promote the roof design as a "racing" style body shape. The car in the foreground is an early prototype and features the rear tail-lights (individual triple design) that never made it into production.

Give your car a GT flair!
Your Ford Dealer has the goods



This 1966 advertisement depicts dress-up items available at Ford dealership parts departments, to give Mustangs a racy 'GT' flavour. It was a means to give standard Mustang owners a little more flair (without having to go out and purchase a more expensive Shelby GT 350 model). Racing stripes, wood-look steering wheels, Cobra tachometers, Rally Pac gauges, grille-mounted road lamps, styled steel wheels and racing mirrors were among the items available.



Big news for 1969 was the Mach I option, shown here with 'Cobra Jet' Shaker hood and black-out treatment. The top engine was the 428 Cobra Jet and part of the Mach I package was high-back bucket seating and new wide belted tires. The body shape of all 1969 Mustang fastbacks featured a built-in rear spoiler.



**IF YOU'VE GOT THE GEARBOX TO DISH IT OUT...
WE'VE GOT A 125-M.P.H. TIRE TO TAKE IT**

We call it the Super Sports "300". We designed it expressly to match the characteristics you buy sports car for—acceleration, cornering, braking and high-performance stability. We proved it on our blistering hot Texas test track—at sustained speeds of 125 m.p.h., day in and day out. We call it a 725-m.p.h. ride—though many 60-m.p.h. drivers will buy it. Mostly, we proved it gives you an extra margin of safety for your own personal driving. Here's just a sampling of the facts:



special race construction inseparably welds the nylon cord body to the tread for thorough protection against blowouts. You get a wrap-around tread for cat-claw traction, especially on curves. You get special tire-bits built right into the tread to take weaving out of turnpike speeds. You get our long-wearing, Sup-R-Tuf rubber for extra miles and months of service. You can get all the facts from the man who sells the Super Sports "500" at most Firestone Dealer or Store.

THE SPORTS CAR TIRE FROM FIRESTONE

“COMPANIES WANTED TO BE ASSOCIATED WITH THE SUCCESS OF THE ORIGINAL ‘PONY CAR’.”

Wear a Mustang to match your lipstick.



Win a 1967 Ford Mustang to match Tussy's great new revved-up shades, and add miles to your smiles.

And Defroster
(Defroster pours on melting beige lights when you wear it alone, or as a convert!ile top to another fig color.)
And there's a Mustang for three lucky winners, in the Tussy shade you choose

Then, mail your choice on a plain piece of paper (together with your name and your address) to: **TUSSY MUSTANG-TO-MATCH SWEEPSTAKES**, P.O. Box 468, New York, New York 10046. Be one of the only three girls in the world with a Mustang to match your hair color. Ask your

Should anyone have an appointment to December 12, 1992, and cannot be December 12, 1992, please let us know so that we can adjust accordingly.

TUSSY
gives you a clean conscience.

In 1966 Tussy Cosmetics in New York had a sweepstake and gave away three new Ford Mustangs to anyone who visited a store that sold the lipstick. Pink Mustangs were not just for Playboy bunnies...



Sidney spent Sundays seashelling at the seashore. Then Sidney started digging the '68 Mustang—the great original. Oup the models: hardtop, fastback and convertible. Liked the low price, too, which left Sidney lots of clams to design his own Mustang. Sidney style. Now Sidney's making waves all over. Last week he saved 3 bathing beauties. (And they all could swim better than Sidney!)

Only Mustang makes it happen!



FACTS ABOUT THE 1988 Mustang: Mustang's line of sported equipment can't be matched by any other sports car in its price range. Includes Rear-wheel-drive shift with fully synchronized 5-speed transmission, bucket seats, door-to-door carpeting, alloying rims, speed-injected engine. Mustang's great ride is a result of its unique suspension system. The Mustang's 160-hp V-6 engine can be used in a Mustang or an alternative, available with any model or engine. Get an all-around V-6 Mustang (Supercharged) Tour Package. It's the best in the world. And the best value. And the best performance options available, including a special 160-hp Supercharged, four-power door locks on all models, side-vent fans, and more.

Sidney goes from dork to making waves with three bathing beauties with his new 1968 GT Fastback Mustang. "Only Mustang makes it happen!" The competition from the Chevy Camaro was alive and well during this time, so Ford really played up the rear view of its Mustang, as the Chevrolet pony car rival didn't offer that body style.

**Survival of the fittest:
Mustang is America's
No.1 sporty car again.**



FACT: Mustang gives you more because it's worth more.

Mustang (especially modified) has captured more 1/4-mile fan loyalties than anybody else. Set 205 speed) and (in)stant records, too. And the know-how gained in competition has helped us to improve Mustang suspension, cartoonists, and to develop new engines like the 261 CID 47 V-8.

Six models, including Mustang Grande, Mustang Mach 1 (shown left), and Boss 302. Three body styles: Hardtop, Sportabout, and Convertible. Eight engines, from an economical 300 CID Six all the way to a big 426 CID V-8.

FACT: Mustang's equipped with new standards.

Every Mustang loves the low-priced 2-door hardtop gives you highway bucket seats, wall-to-wall carpeting and vinyl interior trim. For safety, Ford has a Lock safety harnesses and a theft-proof locking steering column.

FACT: You can build yourself an elite sports Mustang.

With options like a spoiler, rear-window lowered Sports Seat, functional "shaker" floor scoop, "grabber" exterior mirror, shaker

FACT: You can build yourself an extraordinary Mustang.

FACT: It takes more than good looks to stay Number One.

You've gotta sell trends, make changes, offer more, if you want to stay the best. Only Mustang does it all. And that's a fact.

Find gives you Series 4000 . . . it's the Gang Thing.

For more information about Mustang, see page 100.

MUSTANG 

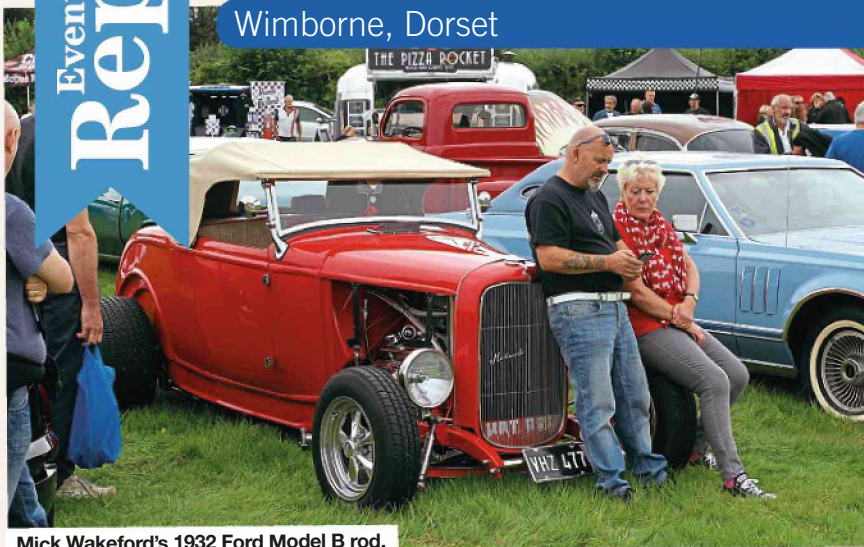
There was some serious bragging going on in this 1970 ad: “Mustang came out ahead of the pack five years ago... and it’s stayed out in front ever since. Today, it’s still the country’s best-selling sporty car.” After listing off all the standard and available features of the 1970 models, here’s how the ad copy summarised the intended message: “It takes more than good looks to stay number one. You’ve got to set trends, make changes, and offer more, if you want to stay the best. Only Mustang does it all. And that’s a fact.”

Summer flashback!

Canamania 2015 Can-Am Summer Show

Wimborne, Dorset

August 30, 2015



Mick Wakeford's 1932 Ford Model B rod.

I know that we Brits are obsessed with the weather but is it any wonder considering the topsy turvy weather we had last summer? The weather can make or break outside events. Even the threat of bad weather can deter folk, and I strongly suspect that's exactly what happened at last year's Can-Am Car Club's summer show at Wimborne, Dorset. The forecast was pretty dire, but it was wrong, and the day remained dry. However, the damage was done and the number of show cars appeared somewhat down on previous years, which was a shame.

Another factor may be the ever-increasing number of events that are happening at this time of the year. Either way, those that didn't come were the ones that missed out because it was a very enjoyable event. There were plenty of lovely cars, vans, trucks, bikes and trikes, including two Chevy V8-powered monsters. There were numerous interesting trade stalls, a wide range of eateries and a decent coffee bar. One could even enjoy a Pimms, don't you know!

The show got off with a bang as the colourful and enthusiastic Wimborne Militia let rip with their muskets and cannon, followed by live music from Four Play and a Best Pooch competition. There were plenty of trophies on offer for the best cars and Best in Show went to Nic Alexander for his gleaming white 1955 Ford Thunderbird. Apparently, the engine was replaced at 52,000 miles with a later 351 cu in Ford Windsor version and the car has still only covered 58,000 miles. Nic actually has it for sale at £33,500.

Runner-up was Mick Wakeford's fire engine red 1932 Ford Model B Roadster fitted with a 350cu in V8 Chevy motor which he completed earlier this year. He said: "I saw a photo of one like this in 1982 and dreamt about it ever since. This took me two years to build from scratch and my dream has now come true."

Best Pre-50 car was Colin and Julie White's immaculate 1930 Ford Model A Roadster De Luxe which they have owned for two decades and regularly use on runs and take to shows, rain or shine. The Best Fifties car was also an open top, namely Jason and Annaliese Hadipetrou's superb gloss black 1950 Pontiac Chieftain Silver Streak with deep red interior. Although looking stock on the outside, this ex-Texas car has been fitted with a 6.6-litre Pontiac GTO motor. It really was a day for soft tops as Mike Palmer's 1966 Ford Thunderbird convertible won Best Sixties car and Dave Mercer's 1964 Cadillac Coupe De Ville convertible was voted People's Choice. The Trans Ams of Mike Privett, James Armstrong and Stevie Waters won Best '70s, '80s and '90s while the Best Noughties went to the Ford Mustang Shelby GT500 of Colin Luff.

Every owner and every car has a tale to tell, not least that of club chairman Keith Bloomfield and his 1994 Corvette C4 which he bought in April 2014. It sat gathering dust in a Liverpool warehouse for two years largely because the importer had lost what little paperwork it had. It was apparently exported from the States to Japan and was eventually sold at a Tokyo Police pound auction. How it ended up there is a mystery.

When Keith acquired the car, it was in need of some tender loving care and while he was bringing it back up to scratch he found three secret compartments, one inside the right-hand inner wing and two cut into the sills. He said: "It makes me think that maybe this car was owned by a Japanese drug dealer and was confiscated by the police."

"I wonder what would happen if I were to take this car abroad. What would the customs sniffer dogs make of it? And what if there was another hidden compartment that still had some drugs in it?" Our guess Keith, would be 10 to 15 years in Wormwood Scrubs! ★



Nic Alexander's 1955 Ford Thunderbird.



Jason and Annaliese Hadipetrou's 1950 Pontiac Chieftain Silver Streak.



Keith Bloomfield and his 1994 Corvette C4.



Band Four Play.



Mike Palmer's 1966 Ford Thunderbird convertible.

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WRONG...**

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ENTIRELY
WITHIN
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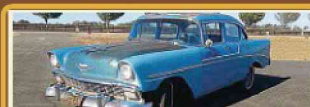
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Four door post model, 6 cylinder 3 speed column change manual, very solid car throughout, great patina, Cuban style!! Great underbody, runs and drives great, new tyres all round.



1966 Mustang V8 Coupe Project \$5800
Project car but very solid throughout, lights and interior included, 289 automatic car.



1956 Ford \$6250
2 door post, requires a motor and Trans of your choice, black plate California car, very solid throughout, great floors and body.



1957 Chevy Bel-Air Convertible \$42,000
Runs and drives great, very solid throughout, requires paint but great body, chrome and interior.



Elvis had one!! 1962 Cadillac Limo \$12500
Super solid hard to find California car, 380V8 runs and drives very well, everything works, never messed around with, decals are removable, great interior.



1970 Chevy C10 Stepside \$9500
454 V8, automatic, power steering, runs and drives very well, solid truck throughout, recent new wheels fitted, will not dissappoint.



1955 Chevy Bel-Air \$26,500
Totally gone through car, runs and drives great, black plate car, power steering, disc front brakes and working Air conditioning, gorgeous paint and interior, show ready.



1983 Cadillac Low Rider \$7500
Not on hydraulics or airbags or cut suspension rides great, 4.1 V8 automatic, ac blows cold, great interior & paint attracts attention anywhere it goes.

• VEHICLES LOCATED TO ORDER

• VEHICLES INSPECTED TO ORDER

• VEHICLES TO SUIT ALL REQUIREMENTS

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Email: tonyrussello17@googlemail.com

Tony Russello
Proprietor



From left: original C4 auto, the four-speed AOD, a five-speed T-5 manual.

Tech: Transmission Upgrade

GETTING INTO OVERDRIVE

Fitting an AOD overdrive auto 'box to a classic Sixties C4 (or 'Cruise-O-Matic') equipped Ford can completely transform your car's driving experience. Our resident tech expert Rob Woodall shows you how...

The possibility of having comfortable cruising with improved fuel consumption is for many a desirable goal – and if your car has the regular 'six bolt' cylinder block as found in small-block Ford-equipped cars built from 1965, namely 289, 302, and 351cu in engines, then it's a simple enough job to do. The early five-bolt engines will not mate up to the Ford AOD with its integral bellhousing unfortunately, so for those the aftermarket overdrive remains the way to go – such as a Gear Vendors unit.

Having found myself with a failed C4 after I first bought my car (it lasted about 40 miles!) I decided this was my best solution, having recently acquired an AOD from a 1981 Mercury; fortunately this acquisition came with the torque converter which does not interchange with the C4s.

The only downside to this gearbox is its weight, considerably more than a C4 and in some respects the C4 has better shift characteristics, being a well-respected unit for many applications. Overall the improvements outweigh the disadvantages of such a conversion, especially as the torque converter gives a "lock-up" direct drive in fourth gear, further improving fuel economy from its 0.67:1 ratio. »

The lengths of these transmissions are similar enough to allow fitting without propshaft alteration.





The AOD uses a larger diameter flexplate.



Fabricated rear mounting, with the handbrake pivot welded on from the old C4 mounting.



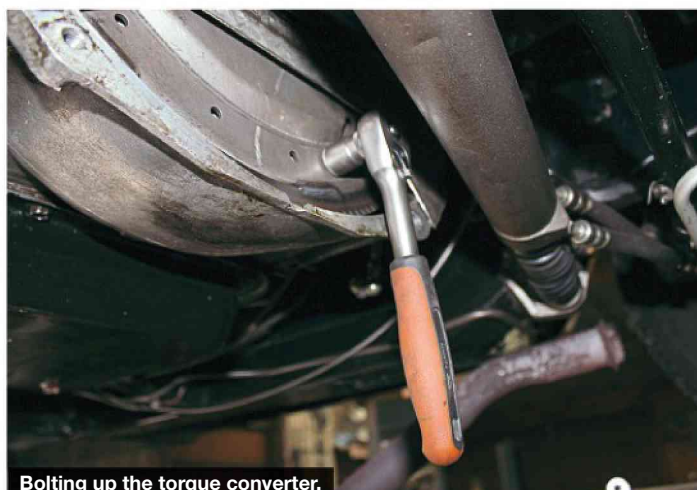
The AOD's inhibitor/reversing switch can be connected up using individual connectors.



The separator plate was made using 2mm sheet.



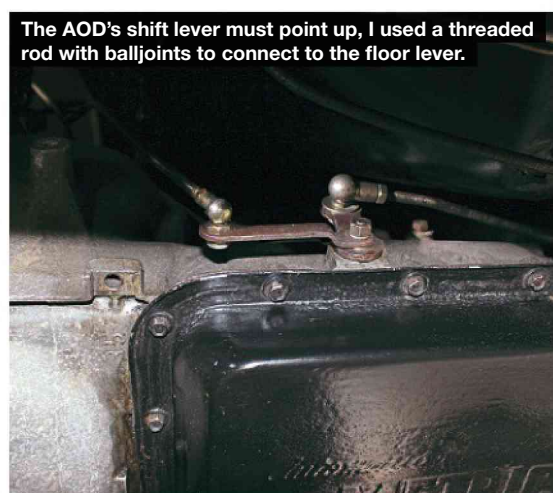
The heavy AOD is lifted into position.



Bolting up the torque converter.

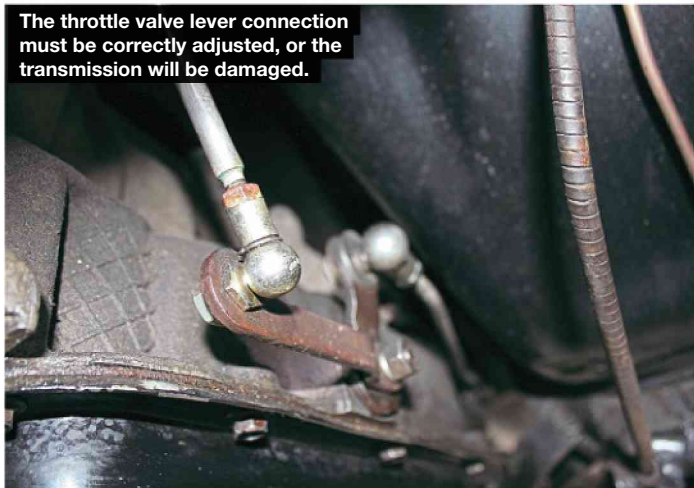


The AOD is a neat fit under here, although the exhaust will require some alteration.



The AOD's shift lever must point up, I used a threaded rod with balljoints to connect to the floor lever.

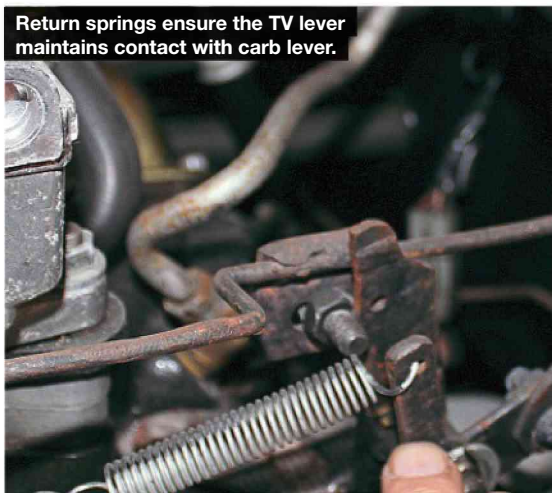
The throttle valve lever connection must be correctly adjusted, or the transmission will be damaged.



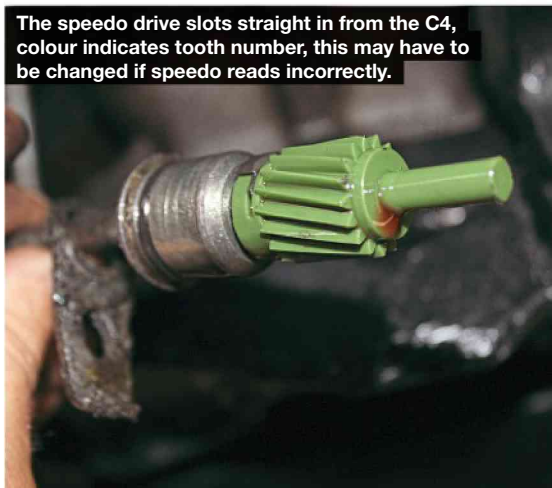
The C4 uses the same number of shift positions as the AOD fortunately.



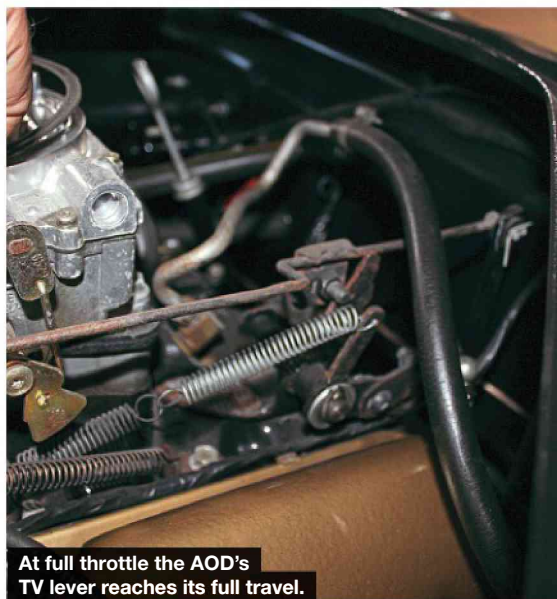
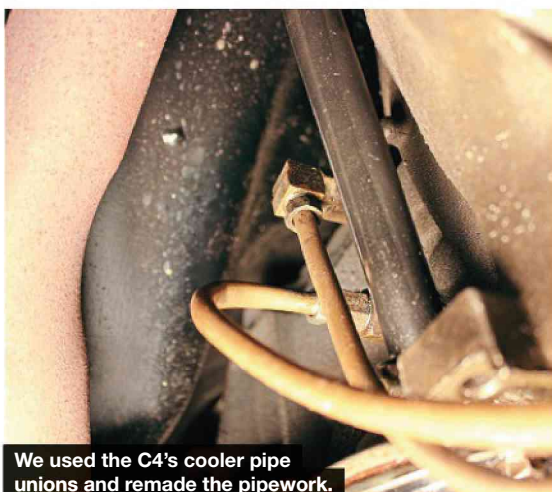
Return springs ensure the TV lever maintains contact with carb lever.



The speedo drive slots straight in from the C4, colour indicates tooth number, this may have to be changed if speedo reads incorrectly.



We used the C4's cooler pipe unions and remade the pipework.



At full throttle the AOD's TV lever reaches its full travel.

All the conversion parts can be bought from suppliers in the US such as NPD in Florida. However my usual way is to make whatever I can, so my shopping list only consisted of a flexplate. The rear mounting is a straightforward bit of metal fabrication and bolts straight on to the original rubber mounting from the C4. My particular AOD is an early version without electronic control. The later 'AODE' units (with electronic control) can be used but require more work. This early unit is unlikely to require propshaft shortening and the existing propshaft yoke, with its 28 splines, goes straight into the AOD's output shaft. Prior to fitting the new flexplate I fitted my separator plate, which I made by marking off from the bellhousing on to a piece of 2mm sheet metal. You'll need to make the access plate for the converter bolts though, and the AOD will need longer bellhousing bolts.

Before fitting the 'box it's advisable to remove the front exhaust sections, to allow room to work while fitting the wider AOD. As always, the torque converter must be fully in the gearbox as it's offered and bolted up; being a heavy unit it will require two people or a transmission jack.

With the rear mounting fitted I needed to connect up the floor shifter, which fortunately uses the same number of shift positions as the C4. Here I used a piece of 8mm threaded rod with right-angle ball joints. As this car has a floor shifter then the AOD's shift lever must point upwards; this lever can be rotated 180 degrees by accessing the nut inside or an aftermarket lever can be used which is fully adjustable. A hole needs to be drilled in the floor shifter to ensure all the movements, lever to 'box, correspond with each other. >>

The floor shifter is redrilled for correct shift positions.

Redrilled floor shifter arm needs a 28mm offset from the C4 position.

Fabricated parts for the TV control; a few alterations before it's right.

We used stainless tube and small ball joints for the TV control rod, which helps to reduce its weight for lighter return springs.

This length of lever worked for the push rod.

TV mechanism for mounting to the inlet manifold.

Next (and this requires a bit of trial and error), is the load sensing/TV lever, which takes the place of the vac modulator in the C4. For this I adapted the C4's kick-down mechanism which seemed the easiest way, in preference to a cable and again a pair of those right-angle ball joints did the job. It's worth noting the lever movement must start exactly as the throttle is opened and be at its full travel with full throttle. It's very important to get this right, or the transmission will be damaged so it's a good idea to follow a transmission manual for this procedure.

Fortunately, the speedo drive goes straight in; however, some modification to the exhaust is needed around this large transmission. I found the dipstick/fluid fill tube could be fitted after some encouragement. Connecting up the inhibitor and reversing lights on the inhibitor switch can be done after checking its terminals, then a fill up with ATF fluid and I'm ready for the road.

So, how is it on the road? The AOD shifts through the first three gears fairly swiftly and only picks up OD fourth when just over 40mph which is a great cruising ratio, with a pleasant V8 thrum at 60 showing less than 2000rpm. ★



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Richard Coney

Classic American Reviews

GM Automotive Overdrive

Transmission Builder's & Swapper's Guide

Author: Cliff Ruggles

Published by: Car Tech

ISBN: 978-1-932494-50-1

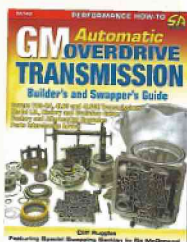
Price: RRP £22.00

£22

Petrol prices have reduced slightly in recent weeks, as the production continues to outstrip the demand for fuel, but it's still expensive, especially for our less economical American cars. It's no wonder that cars from the Eighties forward are envied for their more sophisticated automatic gearboxes, especially the GM four-speed overdrive autos fitted to many Chevrolets and Pontiacs. They weren't perfect at first, but once sorted, not only are they now well respected, but are ideal candidates for older cars, where the additional overdrive gear can result in a much more economical ride.

Auto boxes are a black art to most people, but just another mechanical device to those who have the nerve to overhaul them. This book from Car Tech is not new, having been published in 2008, but it deserves another airing, dealing as it does with the 700-R4 and associated 4L60 and 4L60E transmissions. It starts logically by describing the tools you will need to overhaul these transmissions. It then demonstrates with clear text and colour photos how to disassemble and rebuild your autobox, replacing and readjusting the internal components as required.

This includes the input and reverse drums, oil pump and valve body. There follow chapters on shift kits, torque converters, and tips on removing and installing the transmission. Finally, there is a useful "Swapper's Guide" concentrating on updating your three-speed TH350 to the four-speed overdrive 700-R4. If you've the guts to try it yourself, you'll save huge amounts over a professional workshop. You might even find yourself in demand to fix your friends' cars as well.



Art of the Mustang

Photography: Tom Loeser Text: Donald Farr

Published by: Motorbooks

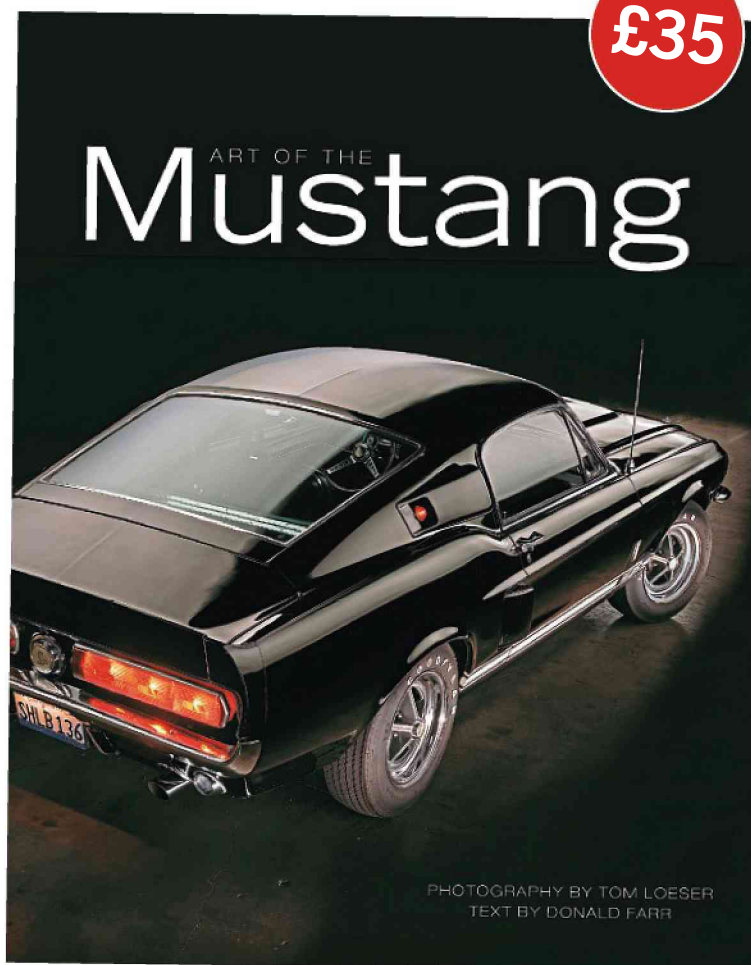
ISBN: 978-7603-4786-7

Price: £35.00

£35

Those of you familiar with previous books in this series will know exactly what to expect with this new coffee table volume dedicated to the original Pony Car, the Ford Mustang. To paraphrase the oft-used TV advert, it does exactly what it says on the cover. The photographer has treated each car as a work of art (and why not indeed?), with the vehicle in stark contrast to a dark background, allowing the styling, the colours and the details to pop out! With a massive depth of field, carefully posed subjects and a selection of individual detail shots showing engine bays, interiors and trunk areas, each car is examined closely and carefully to emphasise its particular features. With a couple of contemporary adverts thrown in for good measure, the authors succeed in defining the essence of what makes a Mustang so special.

Having explained the concept, what will the reader find? Firstly, this is a quality publication, a massive tome printed on heavyweight paper with the photos sharp and clear. It's divided into four sections, each then sub-divided into chapters showcasing a particular car. The Early Years from mid-1964 to 1968 feature nine Mustangs, from an early hardtop to a mid-1968 Cobra Jet Fastback with plenty of Shelybs, a GT351 drag car and a pure racing 1968 Trans-Am Coupe. The Muscle Mustangs run from 1969 to 1976, with six cars, including a Boss 429, an immaculate 1970 Boss 302 and a similar example in "barn-found" condition, complete with flowery living room carpet! Even the much-maligned 1976 Cobra II makes an appearance.



PHOTOGRAPHY BY TOM LOESER
TEXT BY DONALD FARR

The Fox-Body Mustangs follow, from 1984 to 2003, a lengthy run for any car. Eight examples are featured from a 1984 20th Anniversary GT350 to a 2003 Mach I. Don't worry, the 2001 Bullitt tribute car is included. Section four brings the story up to date, with six recent retro-styled Mustangs, including the 2008 Shelby GT500, the 2012 Boss 302 Laguna Seca, a 2014 Cobra Jet and ending with a 2015 Mustang 50 Year Limited Edition. With the exception of the unrestored barn find, all the cars are absolutely immaculate and able representatives of their particular heritage. For Ford fans, and particularly Mustang aficionados, this is a visual treat, a book to keep and enjoy, both for browsing and careful study. In a word, it is superb!

Thanks to the generosity of Motorbooks, we have a copy of this excellent new book to give away to one lucky reader. Simply answer the following question correctly to have a chance of winning. The first correct answer pulled from the editorial baseball cap will be sent a brand new copy from the publisher.

★WIN★WIN★WIN★WIN★WIN★WIN★

The frame surrounding the galloping horse emblem on the Mustang's grille is generally referred to as:

- a). A stockade
- b). A corral
- c). A paddock

Answers by post to our Horncastle offices or the Editor's e-mail (details on page 122), or on the Classic American Facebook Page, by January 21, 2016. Don't forget to provide your full name and address. Usual conditions apply.

REAR WINDOW

60 YEARS AGO: THE LOW-PRICE CARS FOR 1956

We've dialled the *Classic American* time machine back 60 years to 1956... here are the tantalising first offerings for that pivotal year!

It's that time of year again. All of our car manufacturers have revealed their products for '56, so your favourite auto magazine will begin our monthly review of what's new and what isn't across the market for all you aspiring new-car buyers. General trends? After the almost-universal switch to the modern V8 engine last year, 1956 sees a move towards bigger and more powerful engines in many cars; with the US economy still riding high, styles are brasher than ever and colours brighter.

And there's an industry-wide trend to the use of pillarless bodies – we've got used to the 'hardtop coupe' body, but now pretty well every manufacturer is offering a four-door car with no central door pillar. Buick and Oldsmobile started it last year, on their shared GM B-body,

and it seems that not only were they successful in terms of rigidity, a question that was asked a year ago, but they've sold in enough numbers for the style to be expanded across the industry. You wonder where this idea might go in the future – look back before the war and everyone offered four-door open bodies in phaetons or convertible sedans – will we see a return to four-door soft-top cars at some point? Modern body and chassis construction seems to offer the sort of stiffness that might allow for such a model to reappear in the years to come.

But now let's get on with our look at what you might want to park on your driveway in the coming months! We'll start with America's most popular brands, the low-price cars for '56:



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NOW you can get even more of the lightness that's made Ford V-8 the world's favorite "Vagite." Take your pick. The 225-h.p. Thunderbolt 194-cu. V-8 is the biggest, performance engine in the low-price field. And it's now available in most Ford models. Or you can have the 200-h.p. Thunderbolt V-8—the standard "eight" in Fairlane and Mustang Wagons, optional in Customline and Mustangs. And all Ford models offer the economy-saving Milagro Motor Oil. With any of these fabulous Ford

With Thunderbird styling that's years ahead, the long, low '96 Ford is the prettiest package ever

FORD V-8
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CHEVROLET



After the all-new car that Chevy introduced for '55 it will come as no surprise that the '56 Chevrolet is an updated version of the same A-body, shared with Pontiac. The styling is sharper, more aggressive, especially from the front, the Bel Air line showing off brighter and more emphatic two-tone colour schemes; there is a pillarless sedan added to the Bel Air as well in the sports sedan, a stylish new body.

Cheaper lines are still the 150, offering sedans and wagons; mid-price 210s include hardtop coupes and a hardtop sedan as well but Bel Air has the only convertible, and the Nomad hardtop-style station wagon. Engine options are the same but power outputs are up across the line, the 235 'stovebolt' 6 to 140 horsepower, the V8s now offering up to 225bhp. Prices are up a

bit too, the cheapest utility sedan at \$1734, the Nomad wagon costing \$2608.



"Here already?"
...that new Chevy of yours must really move!"



Don't be surprised if you hear some snoring like that when you go riding in a new Chevrolet. By this time, you've probably heard that snore-traveler!

You just normally snore a lot when you're going around in a Chevy and the last part is, you get a bigger load out of the trip, sleep tips.

That's what makes of driving one of the few great road snore-busters. It's not with the disconcerting power brought in by a big drive, but a steady sleep-like without lack, saying, A

big hair-trigger acceleration that twice upon power strokes after it that's built and loaded to give you a solid sense of control, whatever the road is. It's the right in a Chevrolet with "snore."

You've a whole amount of snoring driving days ahead to make the most of it. Chevy's just the one to help you do it. Sleep in and take out your favorite model.

SEE YOUR CHEVROLET DEALER

FORD

The '56 Ford too is a restyled edition of the 1955 car, like Chevrolet going for a brighter feeling with new colours and trim both inside and out; the new grille gives the Ford a wider look from the front, and not to be left behind there is a four-door hardtop sedan carrying the familiar Victoria name like its two-door cousins. The glass-roof option for the Crown Victoria is still there despite limited sales, alongside the Sunliner convertible in the Fairlane series; mid-price Customline lists sedans and a hardtop coupe, basic Mainline just the sedans.

As before station wagons carry different names, from the cut-price Ranch Wagon to the stylish wood-trimmed Country Squire. Ford's engine line-up is widened considerably with the addition of two new options – the 292cu in Y-block V8 as used in the '55 Thunderbird and even the new-for-'56 312cu in engine also borrowed from the T-Bird; but despite the bigger displacements the highest power output is the same as Chevrolet at 225bhp from the 312. Prices start at \$1748 for a Mainline business sedan, rising to \$2533 for the Squire wagon.



The car that's going places with the Young in Heart



Top car...and top deal! Aerodynamic Plymouth '56

There's a big, money-saving deal on a big, beautiful Plymouth '56 waiting for you at your Plymouth dealer's right now... You can't match it anywhere else in the long price it, because your dealer is out to sell more cars... giving you a better deal on each. One of the biggest Plymouth... biggest car of the long price it... is your new '56 today... Packard's new... sensational higher horsepower Fly Five V-8 and PowerFlow 6 engines... 3000 Turbo-Torque gateway for Top Thrust at Take-Off... right second, sales pricing.



PLYMOUTH

And like its competitors, Plymouth is offering an updated car based on the previous model, but perhaps the shape is more eye-catching than either Ford or Chevy with dramatic new long and high fins to the rear emphasised by tall vertical tail-lights – the tag line across the new Chrysler products is 'The Forward Look'. Mopar's brightwork and colours were the brashest in '55, and the '56 cars are if anything even more spectacular; and here too you can have a pillarless four-door sports sedan in Belvedere trim.

Low-price lines are Plaza and Savoy as before; wagons now carry the Suburban name in DeLuxe, Custom or Sport trim. Big news however is the new Fury, a unique hardtop coupe

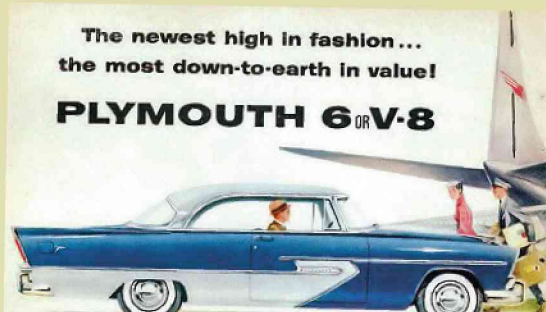
which is only available in white with a sports-oriented bucket-seat interior and larger 303cu in, 240-horsepower V8 engine. Unique gold-anodised side trim sets the Fury apart, and it's not cheap at \$2866 but if you really want to stand out from the crowd...

It's clearly intended to capitalise on the success and acclaim afforded to the Chrysler 300 last year, offering a very special sports model at a more affordable price.

The other Plymouths will cost you between \$1784 for a Plaza business coupe up to \$2484 for the Sport Suburban wagon; base engine remains the old SV 6 with variations of 270 or 277 CID V8s replacing last year's 260 making the '56 Plymouth quite a sharp performer.

The newest high in fashion... the most down-to-earth in value!

PLYMOUTH 6 or V-8



PLYMOUTH BELVEDERE V-8 HARDTOP


There's no mistaking the look of her. It's the look of the future, bound to be imitated for years to come. She's a Flight-Styled streak, this long, low Plymouth, with the roominess of space itself and the breathlessness of a hundred years from now...

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See the value-packed Plymouth with the Forward Look at your dealer's

So that's your popular low-price cars for 1956. A choice as easy or as difficult as ever! Brand loyalty counts for a lot in this bracket but there are things about each car that are set to tempt you into a change, perhaps? Ford's bigger, lazier V8s or Chevrolet's reliability, Plymouth's dramatic style or Studebaker's realigned models. If you're looking to spend your dollars, we wish you the best of luck!



Craftsmanship



with a flair!

STUDEBAKER

The one low-price manufacturer which has taken a long look at its offerings for '56 is Studebaker, and the result is a very different line-up for the new year. Structurally, the '56 Studes are based on the same platforms as before, but you'd be hard put to tell! There are now two entirely separate lines: sedans and wagons come in the familiar Champion, Commander and President series and use the shorter 116.5 chassis although the body is radically redesigned in more conventional fashion, with no attempt to make them look the same as the coupe and hardtop lines.

Those still share the long, low 120-inch body with a new upright central grille that has a rather European look about it, and all now carry variants of the Hawk name, new for '56. There are four versions – two pillar coupes in the Flight Hawk with the Champion's 185.6cu in six and the Power Hawk with the Commander's smaller 259 V8, and two hardtop coupes.

Sky Hawk has the President's bigger 289cu in V8, but daddy of the bunch is the Golden Hawk, which squeezes the big Packard Clipper V8 under its slender hood – 275 horsepower from 352 cubic inches. In that slim body this has to be a rival for Chrysler's 300 performance-wise, for more than \$1000 less in the showroom at \$3360.

Regular Studebakers will set you back between \$1844 and \$2529 depending on trim and spec.

One of these wagons is your kind of car!



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Yes, this here is your kind of car for more kinds of fun. And Studebaker's craftsmanship with a fair value than the standard, money of the time wagon in looks, performance, comfort, and value. Look them over, and take a drive in one of these big, beautiful new station wagons at your Studebaker Dealer's, now!

Now is the "Big Weekend" time to buy.




PLYMOUTH... Here, at last, is big wagon, ruggedness, room, and luxury at a low, low price. Plenty of power and space from Studebaker's power, speed, and 160-hp engine.

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SUBSCRIBE ON PAGE 20



Richard Coney

Scale autos

GHOSTBUSTERS CADILLAC – ECTO-1A

With the Ghostbusters franchise about to be rebooted with a summer film release and an all-female ghost-busting team, it seems appropriate to have another look at the original Ecto-1 car, or more accurately the Ecto-1a, an iconic vehicle that assumed the significance of another character in the 1984 film.

Based on a 1959 Cadillac Miller-Meteor ambulance/hearse, the car made appearances in both Eighties films, though at the time such outdated vehicles were considered to be just old clunkers and not the expensive classics they are today. Indeed, when the time came to reuse the car for the second film, it really was in the dilapidated state you see it in the opening shots. Created by Universal Studios, the original movie car has now been restored for posterity, but a back-up clone, created for Ghostbusters 2, is apparently still languishing in an appalling condition on Sony's back-lot in California.

Several replicas have been made over the years, including one Dream Cars has advertised for sale in *Classic American*, but you can build your own from Polar Lights' 1:25th scale version from the second film. Any number of models of Ecto-1 have been produced over the years in multiple scales, in both fully assembled diecast and plastic kit form. AMT produce a detailed glue-together version for the more experienced modeller, but this snap-kit is ideal for anyone who wants to build an acceptable replica of the Cadillac. With stickers, rather than water-slide transfers and simplified construction, you don't have to be an expert to create your own movie car. An ideal starter kit for all ages, it's readily available for around £30.



BROOKLIN NEWS 1960 CADILLAC SERIES SIXTY-TWO COUPE

While we are thinking about Cadillacs, it would be a good time to mention the new Brooklin Collection BRK-207, a Series Sixty-Two Coupe, painted in an unusual Siena Rose metallic. At around £80, each of these hand-built white metal 1:43rd scale replicas will be for the serious collector, but it is clear from their continued popularity that Brooklin has cornered this particular end of the market, with regular releases and unusual subject matter.

My one complaint about its models was the lack of chromed trim, but on more recent releases this has been addressed, with much

of the plated trim replicated. This includes the window surrounds, the horizontal side strips and the emblems front and rear, plus, of course, the massive bumpers and impressive grille.

The 1960 Caddys were less outrageous than the previous year's offering, and although they retained significant rear wings, they somehow look more sophisticated to my eye.

In this example, the crème interior contrasts nicely with the delicate rose metallic exterior, and the standard wide whitewalls round off a nicely proportioned miniature of a supremely luxurious prototype.

GREENLIGHT 1967 MUSTANG BLUE BONNET SPECIAL

Due to the enduring popularity of the 1968 Ford Mustang fastback, seen in the famous Bullitt film, the 1967/68 facelifted Mustang coupes have been somewhat overlooked, despite their greater practicality. Subtly different from the first Mustang release, with an updated interior and modified front and rear, these cars were still undeniably Mustangs, yet still distinctly different. With proper back seats, the cars were not exactly spacious, but better 2+2s than their fastback siblings.

Greenlight has introduced a 1:18th scale version, described as a 'Lone Star Limited Edition'. These were cars designed specifically for the Texas market, and were part of Ford's initiative to target specific States with limited edition versions of its range. In this case, the most obvious characteristic was its Blue Bonnet paint job, which matched the Texas state flower. The car also received styled wheels, a slightly different interior and additional Lone Star badges, which were applied in the dealerships.

There was a choice of a 200cu in in-line six or the 289cu in V8. As only 175 of these special Mustangs were produced,

they are extremely rare today. This large-scale model is beautifully detailed with opening doors, bonnet and boot lid.

The engine is nicely detailed, with all accessories present and correct. Similarly, the interior, with its two-tone seats and detailed dashboard, is well executed. Even the boot has a proper plaid mat. The paintwork, as you would expect from a model retailing at around £70, is flawless and replete with the special Texas State badges on the front wings. The styled steel wheels and thin whitewall tyres are beautifully reproduced. Altogether, it is a well-rounded package, nicely made and a reasonably priced model, that would not disgrace itself on any Mustang collector's shelf.



If you have problems finding any of these models, try www.modelstore.co.uk



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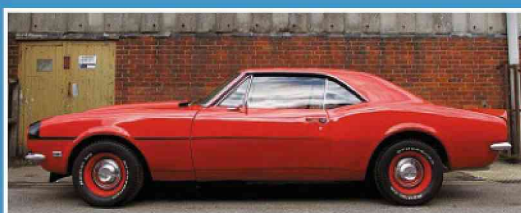
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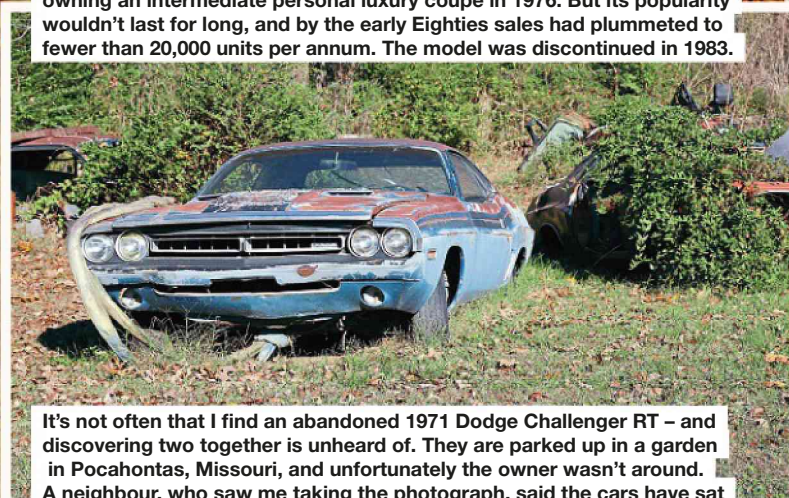
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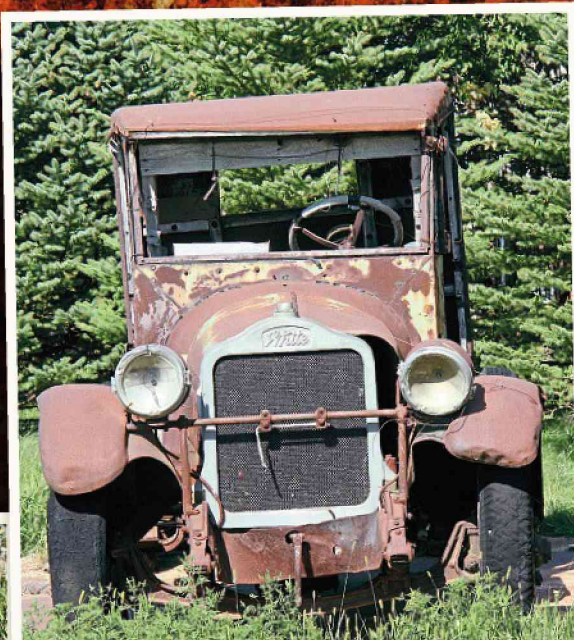
Words & Photography: Will Shiers



I discovered this 1976 Chrysler Cordoba in an overgrown salvage yard in Sioux Falls, South Dakota. The first generation Cordoba, of which this is one, was a strong seller. More than 150,000 people liked the idea of owning an intermediate personal luxury coupe in 1976. But its popularity wouldn't last for long, and by the early Eighties sales had plummeted to fewer than 20,000 units per annum. The model was discontinued in 1983.



It's not often that I find an abandoned 1971 Dodge Challenger RT – and discovering two together is unheard of. They are parked up in a garden in Pocahontas, Missouri, and unfortunately the owner wasn't around. A neighbour, who saw me taking the photograph, said the cars have sat in the same spot for more than 20 years.



The owner of this Wisconsin salvage yard quizzed me for about 10 minutes before finally refusing permission to enter the yard for a look around. Apparently he'd had a bad experience with a Spanish visitor a few years earlier, who he suspects stole a badge off an old Nash. He described the man to me on the off-chance that I knew him – what with Europe being such a small place! Fortunately this 1929 White truck was parked in the yard entrance, and I was able to discreetly photograph it without the owner spotting me.



What's that peeping out of the Tennessee undergrowth? It looks like either a 1935 or 1936 Pontiac to me. In this era Pontiac was considered a step up from the entry level marques, and was priced slightly higher than the typical Ford, Chevy and Willys. They still represented good value for money though, and sold reasonably well. These cars featured an all-new art deco-style silver streak, which ran from the windscreen, along the bonnet, forming a waterfall effect on the grille. The design cue would last for a couple of decades.



When the Mercury Cougar was introduced in 1967 it slotted in neatly between the Mustang and the Thunderbird. Mercury's own pony car started out as something of a performance icon, but over the years it shifted more towards luxury. This 1970 example, which I found in a Tennessee yard, appears to have been specified with a vinyl top – which was the first year it appeared on the options list.

They made fewer than 15,000 1966 Pontiac Catalina convertibles, and if you're in the market for a decent one you'll have to part company with the best part of \$40,000. You could of course save yourself \$39,500 and buy this sorry-looking example instead. Needless to say it doesn't run, needs a completely new interior, and has a sieve-like floorpan. Did you know that GM's B platform, on which this is based, ran from 1926 to 1996 (albeit being engineered at least a dozen times)? According to Wikipedia the 1965-1970 version is the fourth best selling automobile platform in history after the Volkswagen Beetle, Ford Model T and the Lada Riva.



1940 Chevrolets featured new styling known as 'Royal Clipper', and had a distinctive front-opening alligator hood. This Special Deluxe, which despite being in a junkyard for the past 20 years, still maintains all of its glass and consequently has a pretty good interior. It's for sale as a restoration project. Feeling brave?



A long-forgotten 1957 Chevrolet quietly corrodes in woodland behind a South Carolina gas station.



It might look like a Mk 3 Ford Granada, but this is in fact a Merkur Scorpio. These German-built cars (along with the XR4Ti aka Sierra XR4i) were imported into the States between 1987 and 1989. At \$26,000 they weren't cheap, and sales were poor - in total just 21,000 found buyers. Not surprisingly they are few and far between today, and this is only the second that I've found. It is located at Collins Auto Salvage of Auburn, Georgia.



This 1955 Ford Customline is for sale too, but if you want to save it from the Georgia salvage yard it resides in, you'll need to take a chainsaw with you. That tree looks to be at least 20 years old to me.

Club news & Events



McClaren M8 Can Am race car.

If you're planning a trip to Los Angeles in the near future then you'll want to make a point of visiting the newly-refurbished Petersen Automotive Museum. The subject of a recent \$100 million renovation, the museum had its grand reopening on December 6 and says its mission statement is 'to explore and present the history of the automobile and its impact on American life and culture using Los Angeles as a prime example.'

Even if you've been before, the museum is constantly rotating its exhibits with some 150 vehicles of its 450-strong collection on display at any time. Boasting over 100,000 square feet of displays, the museum building was initially opened in 1962 as Seibu – a Japanese department

Petersen's revamped American auto museum has \$100million renovation



Chevrolet Corvette XP-8T experimental car.

store. When Seibu left the United States in 1965, it became a popular local shopping spot until its closing in 1986.

The building stood vacant for some six years until inspiration struck Hot Rod magazine's founder, the late Robert E. Petersen, who was looking for a consolidated headquarters for Petersen Publishing. He later decided that the near-windowless structure would not be suitable as an office building, but would make an excellent car museum, the walls protecting the exhibits from the harsh California sunlight.

The museum was opened in 1994 and today the second floor has a special section dedicated to Mr Petersen and the Hot Rod brand, as well

as a wide variety of cars and motorcycles. The Petersen Automotive Museum (at 6060 Wilshire Boulevard) is on the corner of the Fairfax Avenue and Wilshire Boulevard in Los Angeles.

Further information can be found at <http://petersen.org> and the website also has details of exhibitions and forthcoming special events. MR



1968 Ford GT40 MkIII, one of seven ever built.



1948 V8 Davis Divan three-wheeler.

Bill NieKamp's model A won the America's Most Beautiful Roadster title.



We'll meet again...

Steve Miles from the Packard Club has been in touch: "At the Packards GB rally in April we were approached by a lady trying to trace her husband's old car – Mick Godbold had owned

a 1936 Packard in the Sixties, and only sold it in order to marry Jan. He is now losing his sight. Could we help her? We set about it – the DVLA confirmed that the registration number was still in use, but the car was not taxed or insured, but they would divulge no more.

"I put an appeal in our recent newsletter, more in hope than expectation – and a few days later I was gobsmacked to receive a phone call from a member who said 'I've got it in my garage'. Since then the Godbolds have visited Barry Furnace, the current owner, and seen the car again. It is running, and looks remarkably sound, but in pretty scruffy condition – Barry and his nephew are working on its restoration, and they hope to have it

roadworthy for Mick's birthday next May. The car is a right-hand drive 1936 Packard 120 Touring Sedan, registered here new in late 1935."



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Painting: "Don't Judge Me" © Ian Guy - www.motoringartist.com

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JANUARY 31

NORMOUS NEWARK AUTOJUMBLES, Newark & Notts Showground, NG24 2NY
Largest and best one day Autojumble in the UK, up to 1000+ Classics on display, FREE display area for Classic cars and bikes, only the admission to pay. Free camping on the Saturday night. Open from 10am £6, Early Birds from 8am, £10. Autojumble plots available from £18. More information call 01507 529430 or visit www.newarkautojumble.co.uk

FEBRUARY 6-7

THE FOOTMAN JAMES 7TH GREAT WESTERN AUTOJUMBLE, Bath & West Showground, BA4 6QN
Traders, excellent club stands, autojumble sellers, private entry exhibition. Majority of the event is undercover, a series of excellent lots will also be available from the regular Charterhouse Auction sale. Open 9.30am-4.30pm. For more information please call 01507 529430.

FEBRUARY 28

NORMOUS NEWARK AUTOJUMBLES, Newark & Notts Showground, NG24 2NY
Largest and best one day Autojumble in the UK, up to 1000+ Classics on display, FREE display area for Classic cars and bikes, only the admission to pay. Free camping on the Saturday night. Open from 10am £6, Early Birds from 8am, £10. Autojumble plots available from £18. More information call 01507 529430 or visit www.newarkautojumble.co.uk

MARCH 20

NSRA SOUTHERN SWAPMEET
Our rodding events calendar opens with our huge outdoor swapmeet – from a window winder to a complete car, this is the place to buy and sell new, used and vintage auto parts and accessories. Arena Essex Raceway, A1306 Arterial Road, Purfleet/Thurrock, Essex RM19 1AE
<http://www.arenaessex.com>
Opens 7.30 for traders, 10.00 for public.

APRIL 15-17

AMERICAN AUTO CLUB INTERNATIONAL SPRING OPEN NATIONAL
Billing Aquadrome. Please contact Billing for info

APRIL 17

NORMOUS NEWARK AUTOJUMBLES, Newark & Notts Showground, NG24 2NY
Largest and best one day Autojumble in the UK, up to 1000+ Classics on display, FREE display area for Classic cars and bikes, only the admission to pay. Free camping on the Saturday night. Open from 10am £6, Early Birds from 8am, £10. Autojumble plots available from £18. More info call 01507 529430 or visit www.newarkautojumble.co.uk

APRIL 24

KENT'S ALL FORD SHOW to be held at Aylesford Priory, Aylesford, Kent ME20 7BX.
Tel. Geoff Martin 01732 840 787 or 07860 797969
See www.kentsallfordshow.co.uk for more info.

APRIL 30-MAY 1

ATOMIC
A spectacular two-day celebration of mid-century music, dancing, cars, action, style and fun at historic Sywell Aerodrome, near Northampton.
Featuring classic and custom car show, drive-in movie and open air cinema, flag-start drag racing, the 'ATOMIC Cavalcade of Chrome', 20 top-quality international bands, crazy flying shows, wall of death, large covered dance floors, huge vintage and retro market, rock'n'roller rink, fairground rides, dance classes, crazy golf and lots more... including spectacular air displays by vintage aircraft.
Tickets are on sale now at www.AtomicFestival.co.uk or call 01435 812508 for bookings, information and flyers.

JUNE 3-5

NSRA BILLING FUN RUN at Billing Aquadrome, Crow Lane, Great Billing, Northampton NN3 9DA
<http://www.billingaquadrome.com>
Our first major hot rod show of the year, held at the Billing Aquadrome. Weekend activities and entertainment, trade stalls, Saturday cruise, huge show 'n' shine car show for pre-1972 Hot Rods, Street Rods, and Customs; open to the public on Sunday.

JUNE 5

NORMOUS NEWARK AUTOJUMBLES, Newark & Notts Showground, NG24 2NY
Largest and best one day Autojumble in the UK, up to 1000+ Classics on display, FREE display area for Classic cars and bikes, only the admission to pay.

Free camping on the Saturday night.

Open from 10am £6, Early Birds from 8am, £10.

Autojumble plots available from £18.
More information call 01507 529430 or visit www.newarkautojumble.co.uk

JUNE 17-19

AMERICAN AUTO CLUB INTERNATIONAL SPRING OPEN NATIONAL

Billing Aquadrome. Please contact Billing for information

JUNE 18-19

THE FOOTMAN JAMES BRISTOL CLASSIC CAR SHOW, Bath & West Showground, BA4 6QN
As one of the UK's biggest classic car events, the Footman James Bristol Classic Car Show welcomes thousands of enthusiasts for its annual, early-summer running at Somerset's Royal Bath & West. Packed full of Classic Cars, Traders, Club and Autojumble stands. For more info please call 01507 529430.

JUNE 24-26

THE NSRA NOSTALGIA NATIONALS at Shakespeare County Raceway, Long Marston Airfield, Long Marston, Stratford-upon-Avon CV37 8LL

<http://www.shakespearecountyraceway.com>
Organised by the NSRA and Shakespeare County Raceway, a hot rod meet rolled up into a weekend of nostalgia style drag racing. Run what ya bring for pre-1973 cars. Hot Rods, Customs, Outlaw Anglias, Dragsters, altered, gassers, and the flathead meltdown!

JULY 2-3

CARS & STRIPES AMERICAN AUTOFEET
Showcasing all things Americana, this event appeals to people of all ages. Tickets are now on sale visitors can buy an adult weekend ticket at 2015 prices when bought as part of the early bird promotion. 2-day pass costs a budget-busting £15 if purchased before midnight on December 31.

Live music on the Cars & Stripes stage, family entertainment, children fun fair rides and attractions, trade stands and American-themed food and drink outlets, including the Rockingham Diner. FREE entry to children aged 15-yrs and under, a complimentary ticket for adults who are registered disabled. Advance bookings can be made on-line at www.rockingham.co.uk/cars-stripes or by calling the ticket hotline on 01536 500500.

JULY 2-3

CORVETTE CLUB UK NATIONALS SHOW
Wood Green Animal Shelter, London Road, Godmanchester, Cambridgeshire PE29 2NH
All American and Classic Cars and Bikes welcome. See www.corvetteclub.org.uk for full details
Enjoy a great day out and see the largest gathering of Corvettes outside the USA at this well established annual show.

Sunday is the main show and shine day. Gates open at 10am and entry price is per car, so fill 'em up. Trophies for all categories. Coming as a Club? Please let us know so that we can allocate you a good spot. Trade enquiries welcomed. For further information please contact national@corvetteclub.org.uk

JULY 15-17

DRAGSTALGIA at Santa Pod Raceway
A nostalgia drag racing weekend in association with the NSRA and Santa Pod Raceway.

JULY 17

SHERBORNE CASTLE CLASSIC AND SUPERCARS
Sherborne Castle, Dorset, DT9 5NR.
Tel. 07769 114211.

JULY 24

KENT'S KIT CUSTOM & AMERICAN CAR SHOW
Aylesford Priory, Aylesford, Kent ME20 7BX
www.kentskitcustomcarandamericanshow.co.uk
Contact: Geoff Martin 01732 840787.
Public admission £3, 10am-4pm.
Parking and refreshments available.

AUGUST 5-7

11th DONCASTER ROADRUNNER HOTROD SHOW
Customs classics, rods, trucks, bikes, trikes. Camping from Friday. Fancy dress Sat night bar/showers, band/dance hall, food hall, Sat cruise, Sun trophies show 'n' shine. More information www.doncasterroadrunner.co.uk Tel. 07833 114635.

AUGUST 12-14

NSRA HOT ROD SUPERNOVATIONALS at Old Warden Park, Biggleswade, Beds SG18 9EA.
Our second major hot rod show of the year.

Weekend activities and entertainment, trade stalls, Saturday cruise, huge show 'n' shine car show for pre-1972 Hot Rods, Street Rods, and Customs; open to the public on Sunday.

AUGUST 19-21

AMERICAN AUTO CLUB INTERNATIONAL SPRING OPEN NATIONAL
Billing Aquadrome. Please contact Billing for information.

SEPTEMBER 9-11

THE NSRA HOT ROD DRAGS at Shakespeare County Raceway, Long Marston Airfield, Long Marston, Stratford-upon-Avon CV37 8LL
<http://www.shakespearecountyraceway.com>
Organised by the NSRA and Shakespeare County Raceway, another hot rod meet rolled up into a weekend of nostalgia style drag racing. Run what ya bring for pre-1973 cars. Hot rods, customs, Outlaw Anglias, dragsters, alterers, gassers, and the flathead meltdown!

SEPTEMBER 11

KENT'S CLASSIC CAR SHOW to be held at Aylesford Priory, Aylesford, Kent ME20 7BX. See: <http://www.kentsclassiccarshow.co.uk> for more info. Contact: Geoff Martin 01732 840787.

NOVEMBER 10-14

RHYTHM RIOT!

Pontins Holiday Centre, Camber, Sussex.

Now a 4-day action-packed weekend of 1950s music, dancing and vintage lifestyle. Celebrating 20 years with a huge line-up of bands from 20 countries.

Features include a fantastic classic car cruise, spectacular vintage clothing mall, burlesque shows, vintage style hair and beauty parlor, rockin' barber, pinstrip, indoor boot sale, Rhythm Riot TV, late bars, music and dancing 'til the early hours... and lots more.

Full details and online booking at www.RhythmRiot.com or call 020 8566 5226 for info, bookings and flyers.

Cruises

ANGUS – East Coast Cruisers (Scotland) American & Custom Car Club. Cars 'n' coffee meeting every Thursday around 19.00. For details of location in current week, please call or email Blair on 07810 123145; email: softtopmustang@gmail.com

AYRSHIRE – Meet at The Odeon, Victoria, Kilmarnock, noon on fourth Sunday of the month, cruise at 1pm.

BATH – Second Tuesday of the month, at the Forum and Firkin, opposite Theatre Royal, Barton Street, Bath, Somerset. 7.30 for 8.30 line-up outside. Call 07074 400500 for info.

BATH – Meet & Greet, first Saturday of the month, 1-4pm, Bath Classic & American car company, BS39 5AA. For more info call Neil 07850 529940.

BEDFORD – Ouse Valley CC meets at Interchange Retail Park, Kempston, 7.30pm, last Sunday of the month, April to October. Cruise into Bedford 8pm. Call Mark, 07903 049489 or Dave, 01234 357740.

BEDFORD – Meet The Priory Marina, Barkers Lane, 7.30pm on the third Thursday of the month April-October. Tel 07957 811696.

BERKSHIRE – Third Saturday of the month. Berkshire Area Mustang Owners' Club meet (but all American cars and enthusiasts welcome). Venue varies, but always around the Newbury area. 11.30am meet for a midday lunch. Please visit the Shows & Cruises section of www.mocgb.net/forums for details.

BIRMINGHAM – First Thursday of the month, AACI area meet at The Kingsley, Kingsbury Rd, Minworth, near Jct 9 of M42 from 7.30pm. Tel: Dave 07941 298365

BIRMINGHAM NORTH – AACUK meet second Weds of the month 7.30pm at The Towers, A34 Walsall Rd just off M6 Jct 7. For details call Ken 0845 644 0387.

BIRMINGHAM SOUTH – AACUK meets last Wednesday of the month, 7.30pm, at The Wharf Hotel, Hockley Heath, A3400 just off M42. Everyone welcome. Call Alan on 0845 644 0358.

BRADFORD – AACI Meet 'n' Eat, The 6 Acres, 119 Westgate Hill Street, Bradford, BD4 0RZ. Last Wednesday of the month, 7.30pm onwards.

BRIGHTON – Jukebox Show and 1950s, 60s and 70s Retro Fair at Brighton Racecourse. All enquiries contact 0208 393 2444 or email: jukeboxshow@hotmail.co.uk

BRISTOL – AACUK meet on first Sunday of each month at the Golden Heart Pub, Winterbourne, Bristol, BS36 1AU. Call Steve on 07792 185083.

BUCKINGHAMSHIRE – American cars, rods, and bikes etc. Meet at The Harle and Magpie, Amersham Road, Coleshill, near Amersham, Bucks HP7 0LU. Meet from 7.30pm to 11pm onwards on every second Tuesday of the month. Call Richard for more info on 07879 255249 or email: richard72@hotmail.co.uk

hotmail.co.uk

BUCKINGHAMSHIRE – Milton Keynes/North Bucks – Join our friendly gathering of enthusiasts on the second Wednesday every month at the Prince George, Portishead Drive, Tattenhoe, Milton Keynes MK4 3FA from 7pm on. All American/Canadian/Australian car fans are welcome whether owners or not! For more info call Steve on 07792 497116 or Chris on 07775 898456.

CANNOCK AND WOLVERHAMPTON – AACUK meets on the third Tuesday of each month at The Moreton Arms, 2 Springfield Lane, WV10 6PX. Jct 2 of the M54 onto A449 Wolverhampton then left at second lights. Contact John on 0845 644 0346.

CHESHIRE – American Auto Mags Cruise April to October inclusive, 1st and 3rd Wednesdays each month from 6.30-ish. Nov to March inclusive, from late morning on third Sunday each month at The Hollow Tree Pub, on the A49 just off M56 Junction 10. (postcode: WA4 4LX.) For information: www.americanautomags.com or call 01606 888324.

CHESHIRE – AACI Route 56 Cruise, first Monday of the month, 7.30pm at the Hollow Tree pub, by Jct 10 of M56. Family pub with restaurant, kids' play area. Charity raffles etc. All welcome. Tel: Brendan 07909 918995, Angie 07801 656590 or go to www.route56cruise.co.uk

CORNWALL – Surf Coast Cruisers meet first Saturday of the month at Starbucks, Chiverton Cross (A30) 6pm and then cruise out and third Saturday of the month at McDonalds, Hayle 6.30pm then cruise St Ives. Contact Adrian on 07717 477107.

CORNWALL – First Saturday of the month, meet McDonalds, Fraddon, on the A30, 7pm, then cruise Newquay. Tel 01208 814210.

CORNWALL – Cornwall American Car Owners meet third Saturday of the month at the Victoria Inn, on the A30, Roche, 7.30pm. Tel. Andy 01726 860172

CORNWALL – Meet at Route 38 American style Diner, on A38 at Trerifffoot Roundabout. Meet from 12.30 every third Sunday of month. See website for cruise info www.route38carclub.co.uk Contact: Steve on 07768 267104 or 01822 854675.

COVENTRY – Sunday lunchtime and other meets throughout the year. Paul on 07866 547141 or email AACIwarwick@AmericanV8.co.uk

CROYDON – Second Sunday of the month, Valley Park, Purley Way (A23), near Ikea/McDonalds, 4.30pm. Tel Derek on 07724 752512, or Brian 01737 556499 or 07836 367317

DARLINGTON – Last Friday of the month, April to September. Quaker Cruise, McDonalds, Morton Park, off A66 bypass 7.30-9pm, then on to the Fighting Cocks. Details from Cath 01325 350268 or lan 01325 288365

DEVON – Devon Cruisers – Custom Classic and American. Meet at 2pm on the third Sunday of the month from April to September at various locations. Please see us on facebook for further details or contact Craig on 07973 471125.

DEVON – Informal meet at Chandlers Bar, Queen Annes Battery Marina, Plymouth PL4 0LP every Sunday morning from 10am. All cars welcome.

DEVON – Exeter. Anyone interested in becoming part of a new cruise in the Exeter area, please contact Chris on 07912 559819 or email crazyhatman@hotmail.com

DEVON – BURNOUT Auto Club – Custom Classics and American meet at 3pm and Cruise from the Wrey Arms, Sticklepath, Barnstaple, third Sunday of the month April to September. Contact Craig 07973 471125 or see us on Facebook.

DORSET – Third Monday of each month at the Old Thatch, 285 Wimborne Road West, Ferndown, Dorset BH21 7NW from 7:30pm every Sunday at Viewpoint, Parkstone, Poole from 2pm. National Car-Am Car club 07989748094

DUNDEE – Meet last Sunday of the month at The CraigTay hotel, Broughty Ferry Road, Dundee from 7.30pm. Tel: Ally 01382 801038

DUNDEE – The Knightriders meet every Tuesday, 7.30pm, at The Marmalade Pot, Riverside Drive, Dundee, just west of Dundee airport. All welcome. Tel: Kenny 01382 770958 or see www.v8block.pw.blueyonder.co.uk

EDINBURGH – Meet last Saturday of the month at KFC, Craigleith, about 8pm, then cruise along Princes Street to West Maitland Street. See www.ill-eagle.co.uk

ESSEX – Bungalov Diner at Marks Tey, 45 London Road. CO6 1EB. Every 2nd Thursday from 7pm is hot rods, rat rods, customs and yanks. Call 01206 210 972 or see: www.bungalovdiner.co.uk

ESSEX – Meet at Bobby Jo's 50s Diner, 11-12 Eastern Esplanade, Southend SS1 2ER every

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Thursday evening from Easter to October. Free tea and coffee for owners of American or classic cars and 10% off food. Large car park opposite diner.

ESSEX – American Independents Car Club meets twice monthly, 8pm, second Sunday and last Tuesday of the month, at the Albion Pub, A13 r/about, Rainham. Tel: Rita on 0208 501 0142.

ESSEX – Meet at The Dick Turpin, A127 Southend arterial road, Wickford, every Wednesday from 8am. Call Frank on 07986 909423

ESSEX – The AACI Essex meet on first Saturday of month, 7.30pm, Holmwood Farm, Slough Lane, Danbury CM3 4LX. Tel Tony 07836 246902.

ESSEX – Meet every Wednesday at Frankie & Benny's, Galleys Corner, Braintree, 8pm. Tel: Robin on 07721 793308

ESSEX – Mustang Owners' Club GB Essex Group. Now meet every third Fri of the month at The Fox & Goose, Ongar Road, Cooksmill Green, Chelmsford, Essex, CM1 3SN T: 01245 248245 e-mail: info@foxandgoosepub.co.uk from 6pm onwards. For more info email: Les Hughes, lesuze@ntlworld.com

ESSEX – The Pontiac Drivers' Club meets on the third Monday of the month, 8pm, at the Green Man, Tylers Road, Roydon Hamlett. Tel: Graham on 01268 473492, Joanne on 01268 419652 or see www.pontiacdriversclubonline.co.uk

FIFE – Meet second Sunday of the month at KFC, Fife Leisure Park, Jct 3 of M90 from 6.30pm, April to October. See www.ill-eagle.co.uk or StewartDrk@aol.com

GREAT YARMOUTH – GYAAC meet at the White Swan, North Quay, Great Yarmouth every Monday from 8pm, May-Sept. Tel: 01493 740863 or email mal.tol@drj.co.uk

GUILDFORD CRUISE – Burger King, Ladymead Retail Park. First Sunday of the month. Tel: Roy on 01483 856744.

HAMPSHIRE – South Coast Teds Rock 'n' Roll Club monthly Record Hop and Bands, at Twyford Social Club, Queens Street, Twyford, Hants. For more info tel. Dave 07580 027468; Steve 07739 635044; Glenn 07804 281146.

HAMPSHIRE – Victory Wheelers meet first and third Wednesdays at The Plough, Portsmouth Road, Bursledon, Southampton SO31 8BT. 8.30 to 11pm.

HAMPSHIRE – Meet in Hampshire at The Royal Oak, Christchurch Rd, Downton, Lymington, Hampshire, SO41 0LA. On 4th Sunday of each month at 2pm onwards. Very large car park. Pub grub and drinks available, bbq outside on most meets. Contact Derek 07717 791912 or Mark 07734 168954.

HARRGATE – Harrogate Knights CC "End of Month Cruise". Meets last Saturday of the month from 5pm, McDonalds, St James Retail Park, Grimbald Crag Way, Knaresborough, Nr Harrogate.

HEMEL HEMPSTEAD – Hemel Valley Cruisers meet at the Marchmont Arms pub, Piccotts End, every Thursday, 8pm. Tel: Nick 07958 764045 or see http://nickstep.cwc.net/index.htm

HEREFORD – American & Hot Rod Club meet first Thursday each month at The Grandstand, Grandstand Road, Hereford HR4 9NH. Everyone welcome. Contact Mark at westernautos@mac.com or phone 01432 358518

HERTFORDSHIRE – A602's Cruise Night is every third Wednesday of the month from 7pm onwards at the Three Horseshoes, Hooks Cross, Watton at Stone, Hertfordshire SG14 3RY

HERTFORDSHIRE – A602's Breakfast Club every first Sunday of the month, 10am onwards at the Harvester, Roaring Meg Retail Park, London Rd, Stevenage, Herts SG1 1XN (Chairman) Stewart.

HERTFORDSHIRE – LA Roadsters and Pontiac Owners' Club meet first Saturday of each month from 11am to 2/3pm at The Crocodile Pub, College Road, Cheshunt, Herts, EN8 9NQ. Big car park, kids welcome. Call Andy K on 0208 801 1953.

HERTFORDSHIRE – Mustangs and Mopars meet at the Three Horseshoes, Hooks Cross, Watton-at-Stone, Herts on the A602, second Wednesday of the month from 7pm. Contact www.mocgbp.net

HULL – The Yorks Yanks meet at The Sandpiper, Melton Park HU14 3HE, on the first Sunday of the month at 6pm onwards. Yanks, rods, classics, cars and bikes all are welcome. See our website and free to join forum for details. www.YorksYanks.co.uk

IRELAND – GASCC meet on either the first or third Wednesday of the month at the Viaduct Inn, Bandon Road, Bishopstown, Cork. Check www.gascc.ie for latest information.

IRELAND – The Southcoasters meet on the second Wednesday of the month at the Viaduct Inn, Bandon Road, Bishopstown, Cork. Check www.

southcoasters.ie for latest information.

IRELAND – Cadillac of Ireland Register. Email Nick Stratta on cadillacireland@gmail.com or call on 085 828 9922 (Ireland) or 07775 704205 (UK)

IRELAND – Kilbeggan Co. Westmeath. The Midland American Auto Club (MAAC) meets at clubhouse opposite Kilbeggan Racecourse at 7.30pm every Thursday evening. Kilbeggan is off jct 5, M6. All welcome. See www.maac-ireland.com or facebook www.facebook.com/midland.american. auto.club for details. Tel. Joe Keenan (Club Chairman) on 0872 388400, Eamon Fidgeon (Club Secretary) on 0871 271015 or Nick Stratta (Club PRO) on 0858 289922. If dialling from outside Ireland drop the leading zero and dial 00 353, so 00 353 87 for example.

ISLE OF MAN – First Wednesday of the month, various venues, see www.manyyanks.com

KENT – The Pontiac Drivers' Club meets first Wednesday of the month, at the The Moat, London Road, Wrotham, Kent TN15 7RR.

Tel: 01795 476796 for information.

KENT – Third Sunday of the month, 4.30pm, at Dover Seafront, then up to Tesco car park, White Cliffs Business Park, Whitfield, Dover. All classic vehicles welcome. Tel: Nick on 07412 530608.

KENT – Kent Mustang Owners meet first Saturday of the month from 6pm at American Diner, Ashford, Jct 9 off M20, follow A28 signs. Tel: Kev 07900 262699 or Steve 07867 977279 for details.

LANCASHIRE – The Swan Hotel, Hindley Green, Wigan A577, second Tuesday of the month. All welcome. Tel. 01942 522692 or 01942 254868.

LANCASHIRE – Rawtenstall cruise, now at the Cobblers Inn, New Hall Road, Rawtenstall, just off the M66. Second Friday of each month from 7pm March-September. Good food, kids' play area, everyone welcome. Contact John at rawmopar@talktalk.net for more info.

LYTHAM ST ANNES – Fylde Rugby Club floodlit car park, Blackpool Road, Ansdell. Second Thursday of the month, 7pm onwards. Food and drink available. Tel: Richard 01253 735314 (day); 01253 722057 (eve).

LEEDS/BRADFORD – LA Cruisers meet at the Spotted Cow, Whitehall Road, Drighlington, Leeds, every Tues, 9pm onwards. Tel: 0113 252 7923 or www.lacruisers.org.uk; la.cruisers@ntlworld.com

LEICESTER – AACI meet last Saturday of each month at 2pm at The Elms, Rugby Road, Lutterworth, Leics LE17 4BP. All clubs, customs, rods, bikes etc. welcome. Call Ozy on 07845 886240 or email ozymotorsports@hotmail.co.uk

LEEDS – Second Saturday from 7.30pm at the Burger King, Jct 1 of the M621, Leeds.

LEICESTER – AACUK meet third Wednesday of each month at The Plough Inn, Burrough Road, Ratby, Leicester LE6 0XZ. Live Rock 'n' Roll DJ. All clubs and vehicles welcome from 7pm. Call Roger on 0116 259 5276 or 07802 370 645 for details.

LICHFIELD, STAFFS – Bowling Green, Lichfield, Jct of A461 and A51, third Wed of month, 7.30pm. Call Tony 01543 675666 or www.rdding.co.uk

LINCOLNSHIRE – Witham and Blues, Langrick, PE22 7AJ. Petrolheads, every Tuesday, starts at 7pm.

LINCOLNSHIRE – County Cruisers meet at The White Horse, Marsh Chapel, near Louth on the second Wednesday of the month. Tel: Clint 07519 791890 or Neil on 07778 003229 or see www.bombercountycruisers.co.uk

LINCOLNSHIRE – Meet on the fourth Sunday of the month, noon, at the Dove Cote on the A46 between Lincoln and Newark. Tel: Dave on 07702 693448 or see www.aaci-lincs.co.uk

LONDON NW10 – The Executioners Hot Rod Night meet at the Ace Cafe, Stonebridge, North Circular, first Wed from 6pm. Also, All American pre-Chelsea Cruise meet from 4pm, last Saturday of the month. Also, All-Ford meet, second Monday from 6pm. Also, Harley night, last Thursday from 6pm. Tel: 0208 961 1000 or www.ace-cafe-london.com

LONDON NORTH – Southern Bootleggers UK Last Sunday of the month from 12pm. McDonalds, Friem Bridge Retail Park, New Southgate, N11 3PW. Newcomers welcome. Contact Dean 07583 374578/Wesley 07450 688560.

LONDON N16 – Rockability Tuesdays, every Tuesday at The Eye, 79-81 Stoke Newington High Street. Live music from The Night Shakers plus record hop, 8pm-11.30am. Free entry. Tel: 0207 923 7781

LONDON – The Chelsea Cruise, on the last Saturday of the month, 7.30pm, Chelsea Bridge/King's Road area. Tel: Derek on 07724 752512 or see www.chelseacruise.co.uk

LONDON – Ace Cafe meet last Saturday afternoon

of month. North Circular Road, London. NW10 7UD

LONDON – LA Roadsters & N London POC meet first Sat of the month at The Crocodile, College Road, Cheshunt EN8 9NQ 11am-2/3pm. Contact Andy 0208 801 1953. Children welcome, big car park.

MANCHESTER – AACNW meet first Sunday of the month, largest cruise at the Krispy Kreme, Barton Dock Road just behind the Trafford Centre. Jct 10 M60. 100+ vehicles, everyone invited, discounts and other offers. From 9.30am. Contact Gordon on 07761 952540 for details.

MERSEYSIDE – The Merseyside American Enthusiasts' Club meets on the last Sunday of the month at The Gamebird pub, St Helens (on East Lances Rd) from 7:30 onwards. Call Rich/ Denise on 0151 475 2059 or go to www.americanmuscleuk.com

MIDDLESEX – Mustang OCBG, Damn Yankees and Pontiac Owners' Club meet on the first Tuesday of each month all year round at Whitewebbs House, Brewers Fayre, Whitewebbs Lane, Enfield, Middx, EN2 9HH. Contact Gary on 0208 505 9930 or lrv on 0208 279 6233.

MIDDLESEX – Various weekend meets at the London Motor Museum, RAF West Ruislip, Aylsham

NORFOLK – Landsharks AAC meet at North Tuddenham Lodge, third Sunday of the month at 2pm. Tel: Lee on 01362 858978, Guy on 07881 583746 or www.landsharks.co.uk

NORFOLK – King's Lynn Cruisers meet every Thursday at the Coach and Horses, Tilney All Saints, near Kings Lynn (on old A47). Tel Wendy for details on 07883 091339.

NORFOLK – East Coast Pirates meet first and third Sunday from 1.30pm onwards throughout the year at Joy Land 50s diner, Great Yarmouth seafront. All American, custom, hot rods, classics and bikes welcome. Tel: Steve 01493 440539 or go to www.eastcoastpirates.co.uk

NORTH EAST – NEACC meets on the first and third Sunday of each month at the Angel View Inn, Eighton Banks, Gateshead from 8pm. Everyone welcome. Contact Bill Horn on 0191 536 2202 or Karen on 0191 555 0563; northeastamerican@yahoo.co.uk

PRESTON – First Friday of the month at the Lea Gate pub, Blackpool Road PR4 0XB, 7pm. Call Pete on 01772 652203 for details.

PLYMOUTH – Plymouth Owners' Club GB. Contact Barry Reece at jillnbarny@reecejill. orangehome.co.uk or tel: 01986 784305.

ROTHERHAM – Meet first Wednesday of the month at Stivell Arms, Pleasley Road, Whiston, S60 4HQ.

SHEFFIELD – Steel City Cruisers meet at the Stock Yard pub, Hallaby Ind Est, two mins from Jct 1 of the M18, last Saturday of the month. April-Oct. Tel: 01709 541116.

SHROPSHIRE – 49'ers American Car Club meet alternate Thursdays through summer, monthly in winter. Various venues in the Shrewsbury area. See 49'ers American Car Club Facebook for updates, or text Jon on 07531327483

SOMERSET – AACI meets second Sunday of each month at The Frome Flyer, Jensen Way, Commerce Park, Frome Somerset BA11 2LD. On Frome bypass A361. Tel: Simon 07809 365822.

SOMERSET – AACUK meet first Tuesday of each month at The Golden Heart, Down Road, Winterbourne, Bristol, BS36 1AU. Contact Steve on 07851 279003 or email steve.o.123@hotmail.co.uk

SOMERSET – The Blue Ridge Runners meet at the Royal British Legion, Main Road, Pawlett, near Bridgewater, first Tuesday of the month (previously Monday), 7.30pm. Tel: Paul on 01278 683669.

SUFFOLK – Iceni CAR Club meet at The Ram, Bridge Street A1065, Brandon, 1pm on first Sunday of the month. Tel: Tony 01842 810720.

SUFFOLK – AACI. Orwell Crossing (eastbound A14 – Ipswich). 10am-1pm last Sunday of month. Tel: Charlie 07767 325669 or 01473 437515 or www.aacint.com

SURREY – Blood, Sweat & Gears Breakfast Meet, first Sunday of the month 10am-noon. The Coach House, Chelsham Common, Warrington, Surrey CR6 9PB. Full breakfast, bacon rolls, music etc. Tel: Lee on 07950 258704.

SURREY – Krispy Kreme, Shannon Corner, New Malden KT3 4NA, third Sunday of the month, 10am onwards. 15 mins from M25 on A3. Email: dw123@hotmail.com

SURREY – Meet at the Fairmile Pub Portsmouth Road, Cobham KT11 1BW on the 3rd Sunday of every month. All clubs welcome. Open to hot rods, classic cars, and motorcycles or any vehicles of interest.

SURREY – The Bull Colosseum, Chelsham Common, Warrington, Surrey, CR6 9PB. Breakfast meet, 1st Sunday of the month, Classic Hot Rods, bikes great breakfast from 09:00 too 13:00pm. All welcome, under new ownership! Tel. 01883 6255259.

SURREY – AACI Surrey meet at 2pm, the Monkey Puzzle pub next to Chessington World of Adventures. All welcome, cruise out to Guildford at 3.30pm. Tel: Dean on 07919 995676 or see www.aacint.com

SUSSEX – AACI meet at The Friars Oak, Hassocks on A273, 8pm on third Wednesday of the month. Tel: Dave 01903 244051.

EAST SUSSEX – 1066 Cruisers meet at the Mermaid, De La Warr Parade, Bexhill on Sea, on first Sat of the month, 7.30pm. Tel. Scott, 01424 893674 or Kim, 01424 892297.

EAST SUSSEX – Lone Star Auto Club meets at The Green Man of Ringmer, Lewes Road, Ringmer, BN8 5NA on the second Thursday of the month from 7pm. All welcome. Any queries tel. Eric 01444 242875. www.lonestarautoclub.co.uk for details.

SUSSEX – Last Sunday of the month from 5.30pm, Burger King, Goldstone Retail Park, A270, Hove. Tel: Bob 01273 566711.

EAST SUSSEX – Car Wash Diner Cruise Nite. 2nd Saturday of month April-October. Car Wash Diner, Hurst Green (On the A21) TN19 7QY. On the E Sussex/Kent border. 6pm onwards.

SHROPSHIRE – 49'ers American Car Club. Meet alternate Thursdays through summer, monthly in winter. Various venues. See 49'ers American Car Club Facebook or text Jon 07531 327483

SURREY/KENT – Breakfast Meet. First Sunday of month The Bull (formerly The Coach House), Chelsham Common, Warrington, Surrey CR6 9PB. All clubs welcome. Open to Classic cars, Yanks, Rods, any vehicles of interest. Great food. New management.

SWANSEA – Sunday afternoon runs. Call Mark, 6-7pm, on 01639 771445 for details.

SWINDON – All Yanks, bikes, rods, vans, trucks etc welcome to meet up at the Sunn Inn, Coate Water, SN3 GAA. Tel: Iain 01793 877399.

TYNE & WEAR – The North East ACC meets first and third Sunday every month at the Angel View, Eighton Banks, Gateshead from 8pm. Everyone welcome. Contact Bill on 0191 536 2202, or Karen on 0191 523 7723; northeastamerican@yahoo.co.uk

TYNE & WEAR – Tyneside American now meet at The Hearth Cafe, Main Road, Horsley, Northumberland, NE15 ONT first Friday of the month (April-October) from 7.30pm. For more details please contact Norman and Gerry on 0191 4132334 or Sue & Paul on 07500 463 192.

TYNE & WEAR – Geordie RAC meet at McDonalds drive thru, Metro Centre, Gateshead, second Wednesday of the month, 7.30pm, April-October. Tel: Alan 01207 570265 or www.geordierac.co.uk

NORTH WALES – The Guzzlers meet first Weds of the month at The Beachcomber pub, Beach House Road, Llandullas, off the A55 near Abergele, 7.30pm. Tel: Doug on 01745 827392, leadshed@aol.com or www.guzzlerskarklub.co.uk

WARWICKSHIRE – The Butty Run, Long Itch Diner, Southern Road, Warks CV47 9QZ. First Sunday morning of the month (except March and June). See www.butty-run.com

WARWICKSHIRE – Bosworth Classic Car & Bike meet on the last Tuesday of the month from 6.30pm at Bosworth Water Trust. Market Bosworth, Warks CV13 6PD. Co-organised by The Coventry Cruisers and open to all vehicles. BBQ, bar and food, kids rides and playground. Tel: Kev on 07914 071093 www.coventrycruisers@tiscali.co.uk

WARWICKSHIRE – The Red Lion Rendezvous meets first Sunday of the month at the Red Lion, A3400 Main Street, Long Compton, Warwickshire near Chipping Norton. Tel: Jenny on 01608 684221 or Mel 07792 305751.

WEST MIDLANDS – Britannic Assurance PLC, Wythall Green, off Middle Lane, Wythall, Birmingham. Second Tuesday of the month (May-September inclusive) from 7pm. Second Sunday of the month (Oct-Apr inclusive), 11am-3pm. Tel 01564 822800.

WESTON SUPER MARE – The Tropicana, Weston-super-Mare seafront, last Tues of the month 7.30-8.30pm, then to Big Apple diner.

WORCESTER – AACUK meet at The Timberline (Harvester) on the A38 south of the city, sat nav WR5 3HP. every third Wednesday. All clubs welcome. Phone Mel 01905 351955.

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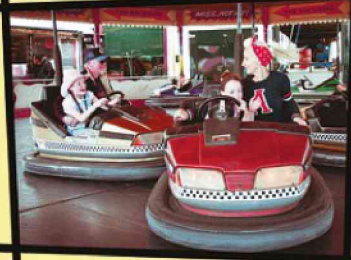
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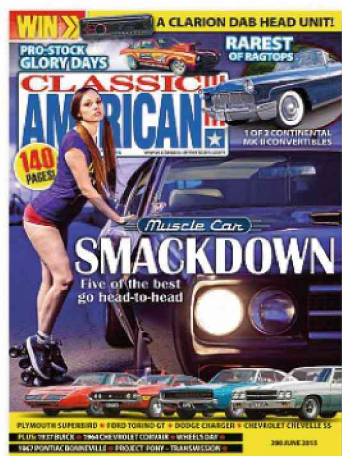
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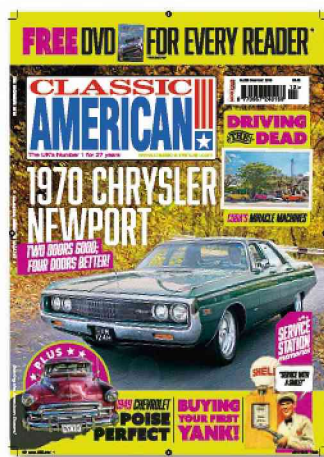
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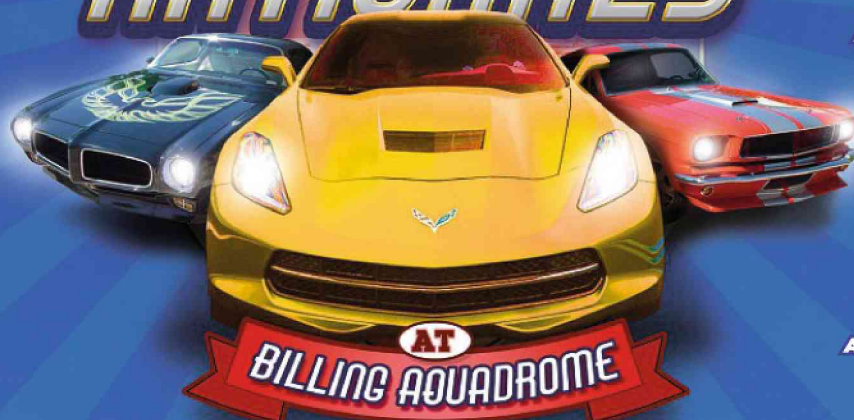
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British Drag Racing

Hall of Fame Gala Awards Dinner Bench Racing Session

Savil Court Hotel, Great Windsor

November 21, 2015



Rat Trap at Santa Pod, 2014.

Late November saw many from the wider British drag racing scene gathered at the Savil Court Hotel in Windsor Great Park for the British Drag Racing Hall of Fame gala awards dinner, an annual event now in its third year that both celebrates the pioneers of the British scene while also inducting new nominees into the British hall of fame. But it wasn't the black tie and glitzy award ceremony that drew us to the hotel on a dreary Saturday afternoon, though we're sure it was a great evening. Instead, we were there for some genuine bench racing and tall tales courtesy of the specially invited American guests present.

There is a strong bond between drag racers on both sides of the Atlantic that dates back to the earliest days of British drag racing when guest teams would bring their cars over to wow the crowds at both Santa Pod and other venues, and US racers we've met in the past are always very enthusiastic and also honoured to have been invited to race over here.

This year's guests for the afternoon question-and-answer bench-racing session included 'Waterbed' Fred Miller, who visited the UK several times with the Blue Max Funny Car team as Raymond Beadle's crew chief and during the afternoon we got to find out how he got his unusual nickname (you had to be there...). Also present was Ron Hope of *Rat Trap* fuel altered fame – Ron has taken his crowd pleasing nitro-burning car to

Allard dragster.



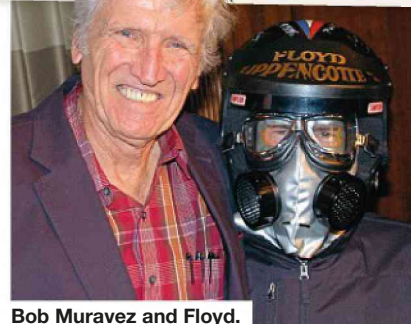
Bench racing line-up.

both the Goodwood Festival of Speed and also to Santa Pod's Dragstalgia event in 2014. Well known among bow-tie fans, Bruce Larson campaigned a succession of Chevy-bodied Funny Cars throughout the Sixties, and he was still racing in '89 when he won the NHRA Funny Car National Championship.

Then there was the intriguing Bob Muravez from California. Bob started racing as a teenager but was banned from racing by his father. Determined to continue, he raced for years under the alter ego Floyd Lippencotte Jr, with fans and journalists, plus the sanctioning body, all in on the joke to protect Bob's identity. Bob successfully drove John Peters' awesome double-engined *Freight Train* dragster to victory in '67 at the NHRA Winternationals, after which his cover was blown and his father sadly disowned him. Although Bob retired long ago, at the bench-racing session we were privileged to meet both Bob and Floyd, together in the same room!

Together with Norwegian pioneer racer Fred Larsen, and long time NHRA official Eileen Daniels, the celebrity panel made for a dream team of collective drag racing anecdotes and stories spanning many decades that was fascinating to be part of, with around 50 of us in the room putting questions to the panel, all ably and professionally hosted by US sports broadcaster Jack Korpela. During the afternoon we learnt that Bob Muravez' first ever car was a genuine ex-GM '53 Corvette concept car, and that the Blue Max Funny Car team once ate all the food in a Northampton hotel. Fred Larsen also apologised to Britain for the Vikings' conduct in the Middle Ages. About time too...

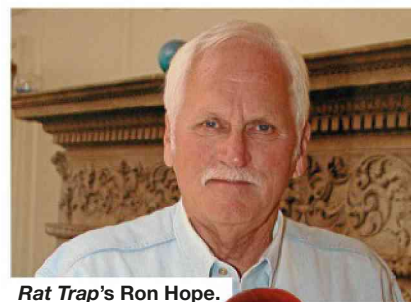
The British Drag Racing Hall of Fame is a very professional and worthwhile organisation and with the restored Allard dragster displayed in the Great Hall along with a race-prepared Hemi engine, we're sure the evening bash was a real success for everyone who attended, including the three new Hall of Fame inductees. Our thanks go to all the event sponsors, in particular Beech Underwriting agencies, and US Automotive for the invitation.★



Bob Muravez and Floyd.



Shakespeare County Raceway's Jeremy Cookson.



Rat Trap's Ron Hope.



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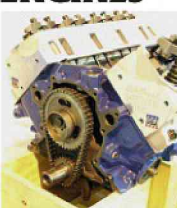
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Under ownership of James Fiander 001 was rebodied to a full bodied car in 1954 and converted at some time to an MG XPAG 1446 cc motor due to the results of a crash. The chassis and underpinnings remain unchanged. The final British owner Henry Scrope sold the Tojeiro to a buyer in San Francisco in December of 1964. The Tojeiro was mechanically disassembled for the rebuild and has been left in waiting for all these years. Drivetrain, body and interior as run by Fiander. Inclusion of all pictures, original shipping and correspondence documents dating back to 1952 contained in archival protectors.

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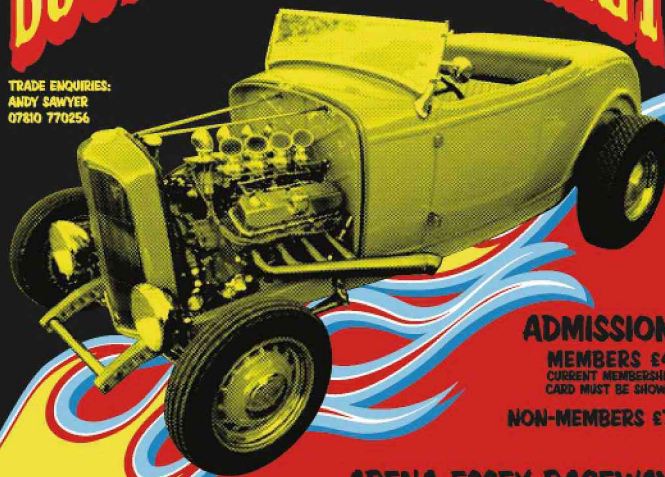
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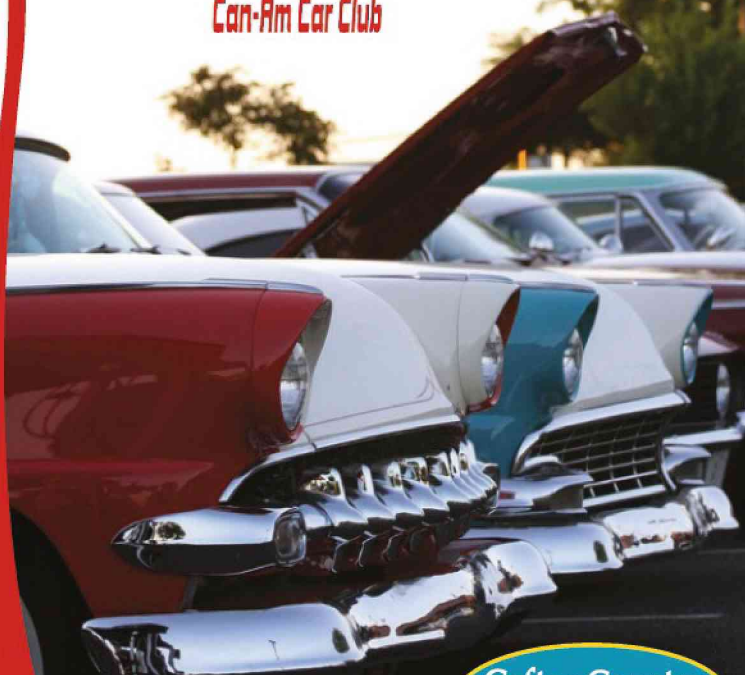
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★ Tex Trueshaw's COPYCAT'S CORNER

LOOKING AT THE 1930 PACKARD 'BOAT TAIL' SPEEDER 8, PICTURED LEFT, ONE CAN SEE WHY RUSSIAN COMMUNIST PARTY LEADER JOSEF STALIN, WAS A PACKARD FAN. STALIN, WHO HELD POWER IN SOVIET RUSSIA FROM 1922 UNTIL 1953, HAD BEEN GIVEN A PACKARD SUPER EIGHT BY PRESIDENT ROOSEVELT. IN DUE COURSE, LIMOUSINES BUILT BY ZIS AND ZIL CONTAINED MANY ELEMENTS OF PACKARD DESIGN BUT THE NOTION THAT PACKARD AND ZIS BODY PANELS WERE IDENTICAL IS AN URBAN MYTH. IN THE INTERESTS OF DEMONSTRATING

THAT THE USSR WAS A SUPERPOWER CAPABLE OF BUILDING ITS OWN LUXURY CARS, STALIN PERSONALLY TOOK THE DECISION TO PRODUCE SUCH VEHICLES. A 1931 BUICK 90 WAS CLOSELY STUDIED AND DISMANTLED BY ENGINEERS IN LENINGRAD BY WAY OF MAKING A START. WHEN THE FIRST ZIS 101, AS

DEPICTED ON THE RIGHT, APPEARED IN 1936 IT WAS VERY CLEARLY INFLUENCED BY CONTEMPORARY AMERICAN CARS AND USED AN INLINE 8 - 1 CYLINDER 90 BHP ENGINE. THE FIRST

RUSSIAN CAR TO CARRY A BRITISH REGISTRATION WAS THE SOVIET AMBASSADOR'S ZIS 101.

AT A TIME WHEN A CADILLAC 60 SPECIAL WITH A 127 INCH WHEELBASE WOULD COST AROUND £850, THE HANDBUILT ZIS 101 WAS REPUTED TO COST £15000. ORIGINAL PRICE TAGS AND PRESTIGIOUS PREVIOUS OWNERS HAVE NEVER IMPRESSED BRITISH BANGER RACING ENTHUSIASTS AND IT WAS WITH GREAT RELISH THAT THE 'SURREY STREET SQUAD' TEAM PUT A RUSSIAN DIPLOMAT'S LIMO OUT ON THE TRACK A FEW YEARS AGO IN 1992 AT IWADE. BANGER MAGAZINES AT THE TIME DESCRIBED THE CAR AS A ZIL BUT IT WAS ACTUALLY A GAZ M12 ZIM. THE PROTOTYPE APPEARED AT THE END OF 1949 AND PRODUCTION ENDED IN 1959 AFTER 21500 HAD BEEN BUILT. THE GAZ M12 ZIM RELIED HEAVILY ON AMERICAN STYLING AND, IN THE CASE OF THE EXAMPLE ACQUIRED BY THE 'SURREY STREET SQUAD', WAS ARMoured AND HAD A MINE

PROOF FLOOR. THE STORY GOES THAT THE DOORS HAD TO BE DISMANTLED TO FACILITATE REMOVAL OF THE THICK BULLET-RESISTANT WINDOWS. BANGER RACERS HAVE ALSO SEEN OFF MANY AMERICAN CLASSICS SUCH AS THE '58 CADDY, ILLUSTRATED ON THE LEFT, BUT THAT'S ANOTHER STORY ALTOGETHER.

THE GAZ 67 4X4, RIGHT, FIRST APPEARED

IN 1943 AND ALMOST 93000 HAD BEEN BUILT WHEN PRODUCTION ENDED IN 1953. THE FORD INSPIRED GAZ M1 CAR PROVIDED THE BASICS FOR THE GAZ 67 WHICH WAS CONSIDERED TO BE BETTER IN OFF ROAD CONDITIONS THAN AMERICAN JEEPS BUT IT WAS LESS RELIABLE AND THE BRAKES WERE NOT AS EFFECTIVE. THE GAZ M1 ALSO PROVIDED THE CHASSIS AND RUNNING GEAR FOR THE BA 20V ARMoured CAR, DRAWN ON THE RIGHT, WHICH WEIGHED IN AT JUST OVER THREE TONS AND WAS IN THE RED ARMY RANKS WHEN THE GERMANS INVADED THE USSR IN JUNE 1941.

THE AMBULANCE VARIANT OF FORD'S M151 MUTT IS PICTURED ON THE LEFT. ALTHOUGH IT CERTAINLY LOOKS LIKE THE JEEPS IT WAS DESIGNED TO REPLACE.

THE M151 WAS A VERY DIFFERENT KETTLE OF FISH. IN COMPARISON TO M38A1 AND WW2 JEEPS, EARLY M151'S WERE TRICKY TO DRIVE. LATER M151A1 MODELS HAD CHANGES TO THE SUSPENSION IN AN EFFORT TO CORRECT DANGEROUS INSTABILITY.

THERE WAS A TIME WHEN THE JAPANESE WERE PERCEIVED TO BE IMITATORS RATHER THAN INNOVATORS. THEY CERTAINLY LEARNED A GREAT DEAL FROM AMERICA'S AUTO INDUSTRY PRIOR TO WW2. THE TOYOTA AA SEDAN OF 1936, AS ILLUSTRATED BELOW, HAD CHRYSLER AIRFLOW LOOKS AND A COPY OF THE CHEVY SIX CYLINDER ENGINE CARRIED ON A CHEVROLET INSPIRED CHASSIS. HARD TO IMAGINE NOW, BUT THERE WAS ONCE A TIME WHEN THE TOYOTA

PLANT TURNED OUT A MERE FIVE AUTOMOBILES A DAY. AT THE BOTTOM OF THE PAGE ON THE LEFT, WE SEE A NISSAN

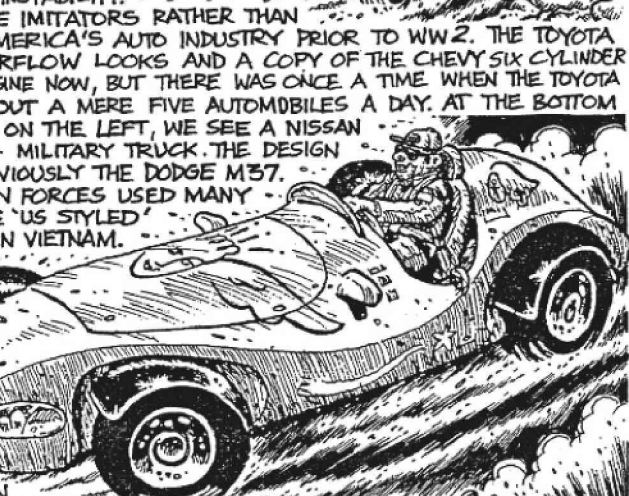
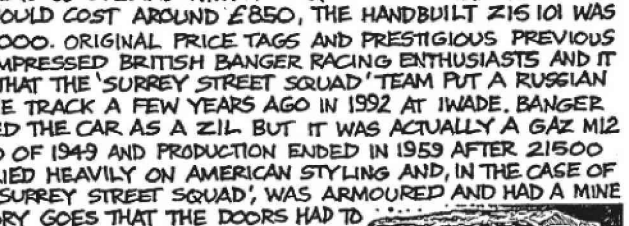
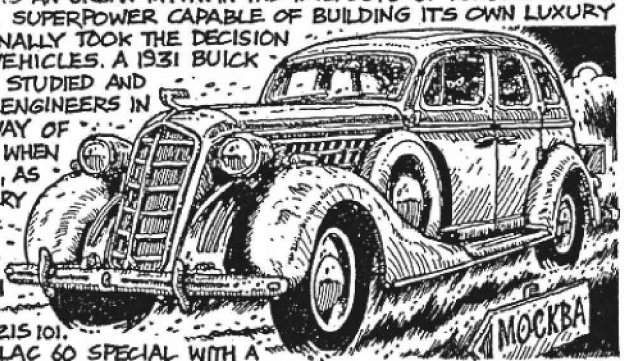
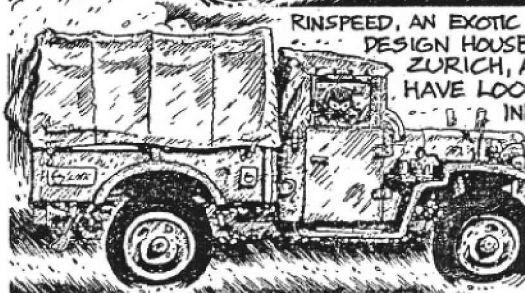
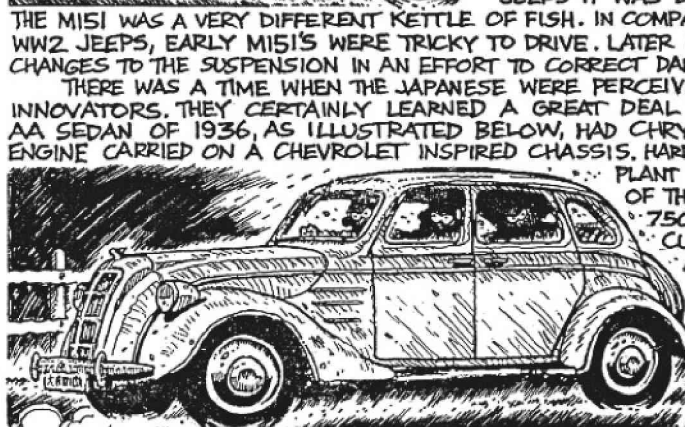
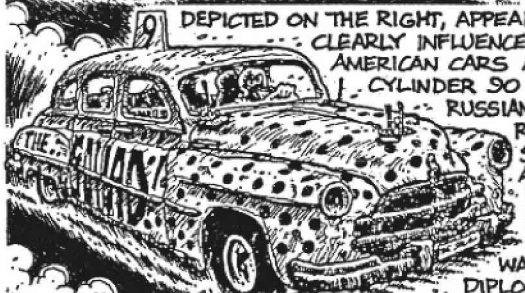
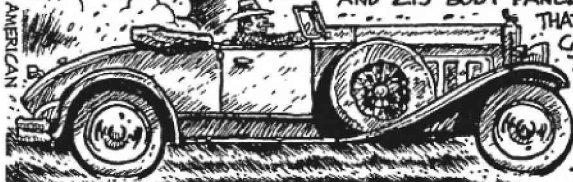
750 KG 4X4 MILITARY TRUCK. THE DESIGN CUE IS OBVIOUSLY THE DODGE M37.

AMERICAN FORCES USED MANY JAPANESE 'US STYLED' TRUCKS IN VIETNAM.

RINSPEED, AN EXOTIC AUTOMOTIVE DESIGN HOUSE BASED IN ZURICH, APPEARED TO HAVE LOOKED AT THE

INDY ROADSTERS

FOR INSPIRATION WHEN DESIGNING THE 'MONO EGO' IN 1997. FOR COMPARISON, ON THE RIGHT, WE HAVE THE 1960 EPPERLY-DESIGNED INDIANAPOLIS RACER WHICH FEATURED A LAID-OVER 225 CUBIC INCH ENGINE. IT IS PICTURED HERE IN ITS 1961 INDY 500 COLOURS...





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PACKARD CLIPPER DELUXE SPORTSTER

1953

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Packard's postwar classics are not well-known over here. With the exception of the incredibly glamorous Caribbeans of 1955 and 1956, Packard failed to recapture the attention it enjoyed up to the end of the Thirties.

Deliberately restrained, respectable styling and the lack of a V8 engine are probably to blame, but does that make them bad cars? Far from it...

This 1953 example is typical of the kind of upper-crust transport it offered and it could make a high-class, low-cost alternative for someone who started off shopping for a Buick Roadmaster, a Hudson Hornet or a witheringly expensive early-Fifties Cadillac. Apart from the convertibles, this Sportster is the rarest Packard variant for 1953, with just 3671 sold. The car was

sourced in the south-eastern US and imported from Georgia last year by Kingdom Kustoms in Fife, whose proprietor has a thing for Packards of this era – he used this one as a daily driver for part of the summer. The front and rear bumpers are rechromed (they look great, but draw attention to the more pitted chrome elsewhere on the nose) and the interior is retrimmed in a Packard-specific golden brocade.

The colour scheme is an odd one – the maroon roof is echoed by the dark red dashboard and door tops, but not by the seats, while the main body colour is closer to pink than anything else. However, it's not a strong shade and it changes in different lights – it suits the car's mildly showy image and is very much of the period.

The overall condition is somewhere between survivor and smartened-up. Of course, the interior fabrics and carpets are new, but the scruffy engine bay and lived-in paint would persuade you this was more of driver than a show pony. You'd be right, too – turn the key on, pump the gas pedal twice and then depress it again right down to the floor where it hits a

SPECIFICATION

Engine: 288cu in (4.7-litre) cast iron straight-eight, sidevalve

Power: 150bhp@4000rpm

Torque: n/a

Transmission: two-speed Ultramatic

MoT: n/a

Mileage: 80,000



Transmission is a 2-speed 'Ultramatic'.





Subtle vestigial fins.

GOOD POINTS

It's a charming thing. You don't get the same sense of happy togetherness from a car that's been stripped and rebuilt, even if it looks newer. There's room for the whole family despite the two-door shape and it seems sound in wind and limb. Then there's the name – who doesn't fancy casually mentioning they've bought a Packard? You'll never see another one and it won't make you as self-conscious as some of the more fin-laden Fifties cars can do. Finally, it looks damn good value.

BAD POINTS

The engine bay is a disappointment after the smart interior and clean, undamaged panels. It's also a bit light on toys; this is no loaded Cadillac Biarritz. The radio doesn't work and could be costly to repair, while the performance is merely adequate – you won't be surprising any modern hatchbacks away from the lights. The colour is a personal choice, but reselling a pink car is likely to be harder than shifting on a black, blue or red one.

starter switch. Nearly five litres of lazy, understressed straight-eight catches first time thanks to a posh new battery for the 6V system. The vendors have filmed themselves balancing a 50p piece on its edge upon the cylinder head while the car's idling – it's that smooth.

'Smooth' is also the word for the Ultramatic transmission. You have a choice of high, low, neutral, reverse and park and the easiest thing is to leave it in high range and let the torque converter soak up the difference until it locks out at cruising speed. Low would be useful for long hill descents – the braking capabilities are a bit antiquated – but the legal limit is easily reached on the motorway. This car has an electric fuel pump, but is otherwise original and to standard specification.

Year-round use or European trips might benefit from a 12V conversion, but there's not much else to fix, bar the valve radio. Just service, enjoy, and smarten it up as you see fit. ★



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288 cu in straight-eight.



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Tel. 07459 574303. Strathclyde

CHEVY TAHOE Z71



2001 Model, 5.3, V8, Supercharged, 2 owners, just over 56k genuine miles, MoT May 2016, 22inch antennas, good condition, recent 3.5k spent on brakes/ABS, **£8500 ovno**
Tel. 07730 523447. nr Horsham, W Sussex

CHEVY TRUCK



1953, custom truck, exc cond, custom paint job, beautiful, drives and sounds superb, imported 2013 and all work done in USA regardless of cost, reluctant sale, **£30,000**
Tel. 07590 111121. Surrey

CHRYSLER 2.7 LTR



Convertible, l/h/d, met silver/white top, auto, e/ seats, e/w, a/c, new tyres, only 69k, p/s, compass, auto convertible top, v clean interior.
Tel. 077220 25735. Guernsey

CHRYSLER 300C



V6 diesel, 06 plate, magnesium grey, 57k miles, full s/h, good condition, two owners, **£5500**
Tel. 01425 291099. Hants

CHRYSLER KEW



1938, rhd, owned by Earl of Cawdor, restored and modified with 30Z, V8, AOD gearbox, XJ6 axles, PAS, leather interior, **£25,000**
Tel. Tom 07752 317208. Leics

CHRYSLER NEW YORKER



1950, Newport 2 door pillar less coupe, 323, 5 cu in, Straight 8 engine, excellent original condition all round, drives perfectly, long MoT, **£14,950 ono**
Tel. 07702 274887. W Yorks

CHRYSLER NEWPORT



A rare American with a genuine history to back up its claims, with powered brakes and steering, an outstanding example of classic 60s American style, **£13,995**
Tel. 07950 710160. Dorset



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CHRYSLER SEBRING CABRIOLET



1997, white with white power top, white wheels, grey leather, 2 owners, **£2950**
Tel. 07957 166671. *Bucks*

CORVETTE LT1



1994, coupe, 6 sp manual, ZF gearbox, winner in C4 class at 2015 Corvette Nationals, Corsa s/s exhaust system, uprated brakes, superb low mileage example, **£9750**
Tel. 07522 295593. *Essex*

CORVETTE STINGRAY



1974, Custom 350 T-top, black on black, purchased 1975, always garaged,
Tel. 760-579-9517. *California* wsetterlund@theaccountingacademy.com

CORVETTE STINGRAY



1972 restored convertible, 454, white, hard/soft tops, new paint, chrome, exhaust, 52k miles, blue chip investment, offers around **£35,000**
Tel. 07802 306442. *Middx*

COUGAR XR7



Caliente Coupe, 1997, 4.6, V8, met gold, black hood, magnolia interior, exc cond, a rare model, all the usual refinements, may swop, p/x m/c or American car or why? **£5950**
Tel. 01495 759234. *Gwent*

DODGE CHALLENGER



1971, conv, V8, 318 cu, V8, auto, 68k, restored 1995, imported 1996, match nos, a/c, orig docs inc h/book and receipts, manufacturer Chrysler Corp 1974-78, **£34,000**
Tel. 01923 285285. *Herts*

DODGE CUSTOM



Royal Lancer 2-dr hardtop, 1957, yellow/white, V8, push-button auto, factory air conditioning, very scarce car to find, **£15,000**
Tel. 01333 312016. *Fife*

DODGE D8 SEDAN



1938, 4 dr, 3569cc, 3 sp o/d, ivory/burgundy, biscuit/brown interior, VIN NO D848600, came from Mississippi, vg orig cond, dry state, too much to list, **£16,995**
Tel. 07710 611113. *Cheshire*

DODGE DAKOTA



Stampede 4.7, 2006, Magnum V8, low mileage 27,917, new tyres, awesome powerful truck, 6-seater, only **£9750 ono**
Tel. Gary 07711 008868. *Norfolk*

DODGE RAM



Pick-up, long MoT, great workhorse, bodywork needs tlc, **£2995 ono**
Tel. 07950 440130. *Devon*

DODGE RAM



5.2, V8, extended cab, 1999, 163k miles, good Hankook tyres on chrome wheels, hard colour coded load, lockable load cover, viper stripes, new f/brakes, MoT Jun 16, **£7495**
Tel. 07973 352752. *Derbys*

DODGE RAM



1999, extended cab, 5.2, V8, MoT June 2016, hard rear load cover, tow bar, 162k miles, chrome wheels with Hankook tyres, e/w, e/vm, 4x4, high low range, **£7495 ono; may p/x.**
Tel. 07973 352752. *Derbys*

DODGE RAM CHARGER



Very rare, 'black' (genuine) Rumble Bee 5.7 Hemi V8, Ltd Edit, orig decals etc, 2005, 35k, full s/h, hard tonneau w/bed-liner, all round exc cond, **£18,500**
Tel. 01485 540996. *Norfolk*

DODGE RAM CHARGER



Pick-up, 33k miles, very good condition, **£4000**
Tel. 01923 461289. *Herts*

DODGE RAM CHARGER



1988, 318 auto, 2WD, new import, one USA owner, good history, no rust, over 87k miles, ice cold air, **£8995**
Tel. 01273 493250. *W Sussex*

DODGE RAM MOTORHOME



1982, 12 months' MoT, good order for its year, serviced every year, does 500 miles a year to rallies, reason for sale too old to use it now, **£7000 ono**
Tel. 01604 696265. *Bucks*

F100 PICK-UP



1950s, with V8, unrestored, unmodified, great project, getting hard to find now, car is in LA and will be shipped to order,
Tel. Paul 07837 664009. *Warks*

FERRARI FF



(12/2011), full optional km, Ferrari control, perfect,
Tel. 393 355 989938. *Italy* leoantvit@gmail.com

FORD COUPE



1931, 5-window, all original stock steel, great patina, flat head 4 banger, runs, drives and stops, solid body and good mechanics, new project forces sale, **£12,000**
Tel. Mark 0777 5833798. *Herts*



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FORD CUSTOMLINE



1953, 2-dr Mercury flathead, V8, 255 cu in, red headers, 3sp, manual, daily driver, totally reliable, long MoT, bargain **£7995**
Tel. Mike 07792 553527. Devon

FORD ECONOLINE



1963 Falcon van, recent import, £1000's spent, new screen and all new rubbers, new respray in primrose yellow and cream, seats recovered, MoT, **£9500**
Tel. Dave 01202 678845; 07802 357701. Dorset

FORD ECONOLINE



Fully restored, stunning, very rare vehicle, lovely to drive and great fun to own, new MoT, **£7995**
Tel. Andy 01985 851096 or 07799 417711. Wilts

FORD EDESL RANGER



Rare, 1958, been fully restored and recent engine rebuild, 6l V8 engine, column shift automatic, only registered keeper since 1989 when it was imported to the UK, **£12,500**
Tel. 0783 7055049. Hants

FORD EDESL RANGER



Rare, 1959, 2 door Sedan, 3.65 ltr, 3 speed manual, restored interior, carpet, windscreen, paintwork & new carb, **£12,500**
Tel. 07879 618921. Devon

FORD F100



1970, SWB, 5.0, V8, 3 speed, C4 auto, MoT & Tax ready to drive, p/s & brakes, all good tyres fresh brakes, drives nice, runs good & sounds great, **£9800 ono**
Tel. 07968 755659. B'ham

FORD F150



Harley Davidson with only 52,700, this truck is on of the best examples on the market today. It is the super crew cab with extras inc bed cover, alpine TV, parrot hands free and sat nav, **£15,999**
Tel. 07985 282870. Strathclyde

FORD F150



01, SVT Lightning, silver, 67k miles, good condition, well taken care of with s/h, DoE tested, **£9000**
Tel. 0876 895817. Eire

FORD F150



1951 Pick-up, black, 5 ltr, V8, Chevy small block, auto, everything new, Chevy front clip, 95% done, door handles and vent windows need attention, **£21,000**
Tel. 07572 299843. Notts

FORD F250 CUSTOM



1971, manual 4-speed trans, 5.9, V8, great orig cond, Arizona truck, 8ft bed, Mickey Thompson alloys, large s/s tool box, used daily, history, MoT, **£10,500**
Tel. 07434 601892. Derbys

FORD FAIRLANE 500



1962, 4 door, 6 cyl, 3 speed manual, original paint, interior and driveline, 2 owners, new brakes, exhaust, clutch, UK size car, MoT, drives nicely, **£5500**
Tel. 01743 718939. Shrops

FORD FAIRLANE 500



1957, 4 dr pillarless Sedan, V8 auto, p/s, p/b, well maintained, full service history, ideal wedding car with new interior, owned for 20 years, **£13,000**
Tel. 01425 291099. Hants

FORD FALCON



1967, 302, auto, front discs, MoT, thousands spent, new project forces sale, **£10,500 ono**
Tel. 079190 74117. Beds

FORD GALAXIE 500



1965, 4 dr Sedan, 289 auto, rust free and solid, personal import 5 yrs ago, great original condition, drives beautifully, **£10,500**
Tel. 07780 465070. Hants

FORD GALAXIE 500



1962, Sunliner convertible, r/h/d owned since 1972, 73,694 miles, MoTs from 1982, very original, **£15,000**
Tel. 01443 475757 eves 01443 479595.

FORD MODEL T



1927, Tudor, 3300cc (green), 1926, Henry Ford's new designed mono bloc 4 cyl engine, imported 1994 to a private collector who stored it at a museum up until now, **£16,995**
Tel. 07977 200924. Cheshire

FORD MUSTANG



Cobra, 2001, convertible, in vgc, 34k miles, vg runner, 320 bhp, 0-60 in 5.5 secs, limited number produced in this year, **£10,500 ono**
Tel. 07799 624558. Essex

FORD MUSTANG



3.8, 1986, auto, MoT until August 2016, cloth interior, nice condition throughout, no rust, low mileage, 55k UK miles, regularly serviced, **£4250 ono**
Tel. 01255 221249. Essex

FORD MUSTANG



5 ltr, V8, auto, low miles, 23k, leather int, recent new polished rocket wheels, one of the best in country, **£5995**
Tel. 07976 666136. Dorset



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FORD MUSTANG



Convertible, 1972, 302ci auto, dark green met, Argent stripes, white conv top, medium ginger interior, p/s brakes top, orig wheels, Whitewall tyres, good orig cond, **£10,995**
Tel. 07976 245899. London

FORD MUSTANG 289



1967, V8, red, black leather interior, auto, recently imported, registered and taxed, all duties paid, excellent condition, **£19,995**
Tel. 07885 911193. Kent

FORD RANCHERO



1959, with Galaxie trim, 429 Interceptor, bodywork like new, Pearl Diamond white over pearl, inferno red, p/brakes all look new, new shockers, lowered suspension, **£16,995**
Tel. 7949110430. W Yorks

FORD ROADSTER



1923 pick-up, fresh pro build with test miles only, 350/350 - fibreglass body and bed, too much to list, **£28,000 US dollars**
Tel. 248-495-9668. USA

FORD THUNDERBIRD



1965, convertible, rest mod, red, white top, MoT historic tax, 302HO EFI with AOD gearbox, one off custom, may take interesting project p/x, **£27,500**
Tel. 01724 764472. Lincs

FORD THUNDERBIRD



1962, imported new, owned 30 years, engine rebuilt 10k miles, transmission rebuilt, new radiator, brakes, shocks, h/duty f&r sway bars, wood pump/relays/pipe, **£22,000**
Tel. 01727 856586. Herts

FORTY EIGHT HARLEY DAVIDSON



Bobber, 12 reg, 924 miles, full Stage One Vance & Hines kit, Avon Whitewalls, too much to list, over £2000 spent on extras, **£8499 ovno**
Tel. Tony 01708 641097; 07845 631749. London

GARDNER DOUGLAS



Mk 3 Cobra, 1991, two previous owners with history, recently rebuilt 5.7 Chevy engine, manual gearbox, hood and tonneau cover, vgc, **£21,000**
Tel. 07798 866071. Middx peterpaulmoore@hotmail.co.uk

GMC SAVANNA 1500



1999, auto Sherrod body high roof, 5.7 ltr, V8 Vortec, 82k, dual fuel (twin tanks, 150 ltrs), American racing wheels and many in vehicle qualities, matching trailer, **£7500 ono**
Tel. 01246 415444. Derbys

GMC SIERRA



1994/5 SLE 1500, extended cab, truck 5.7, V8, OHC, 16V, 350 c.u. Sport-side club coupe (step-side) body, 5 seater, auto, a/c, cruise, e/s, e/w, 37,500 miles, **£15,000 ono**
Tel. 07970 790548. Herts

GMC VAN



A Team Replica, 1986, 5.7, V8, auto, owned 18 years, leather interior, new rad cover, garaged, all receipts, **£15,250 ono; p/x, cash either way.**
Tel. Steve 07771 627130. Beds

GULFSTREAM WINNEBAGO



Blue and white, 7.5 ltr, V8, too much to list.
Tel. Darren 07412 715701 for more info. Oxon

HUPMOBILE E8



All new interior, mohair seats, carpet, well looked after, real head turner, art deco style 8 cylinder engine, **£19,950**
Tel. 01273 516720. E Sussex

LEXUS 300 GS AUTO



Excellent condition, MoT Dec, will put 12 months on if required, s/h, sat nv, all the toys, beige leather interior, make good wedding car, **£1500 ono**
Tel. 0191 2374955. Northumberland

LINCOLN MKX



2012, 38,800 miles, one owner, fully loaded, keyless entry, leather, private sale. More pictures on auto trader, asking **£27,975**
Tel. 074000 75206. Lancs

LINCOLN NAVIGATOR



reg 2000, 71,000 miles, new MoT, 3 owners, fitted LPG so fairly good on fuel, drives really well, **£4995**
Tel. 01202 577597. Dorset

LINCOLN NAVIGATOR



Ultimate Edition, auto, 2004, the finest available in the UK, low 29,500 mileage, a top of the line fully equipped SUV with 7-seater capacity, MoT til June 2016, **£14,800**
Tel. 07836 600800. Surrey

MERCURY COMET



Cyclone, 1964, factory 4-speed manual, rock solid California import needing complete restoration, **£4500**
Tel. 07896 787408 or 07581 780963. N Yorks

MERCURY MONTCLAIR BREEZEWAY



1964, V8, 390 cu inch, 3 speed auto, in nice condition, engine and exterior good, long MoT till Sept 2016, **£7500**
Tel. Gary on 01375 859098 or 07961 339481. Essex



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MUSTANG



1994, convertible, 2.4, 4 cyl, MoT, lots of money spent recently, just imported, black, ready to go, **£4500**

Tel. 07975 637609 can deliver. London

MUSTANG



Convertible, 2007, V6 auto, 90k, MoT 04/16, pretty car in excellent condition, silver, **£8395**

Tel. 07734 443904. N Yorks

MUSTANG FASTBACK



1965, V8, 289 auto, orig spec, White Pony int, 289 engine, C4 trans, imported 2013, £18k spent on restoration, v reliable, 18 mpg, may p/x classic or modern car, **£22,995**

Tel. 07788 100840. Norfolk

OLDSMOBILE



98, conv, white/blue interior/dark blue canvas top, 7.5L V8, 1970, all orig, 50k, UK reg, MoT, no road tax needed in the UK, v good/straight/clean cond, **£11,950 ovno**

Tel. Chris 07747 771551. Surrey

OLDSMOBILE CUTLASS



1978, two door T-top, in superb condition, for sale/swap/p/x,

Tel. 07538 827336. Middx rockcarslondon70@googlegmail.com for details.

PLYMOUTH BARRACUDA



1969, Fastback, factory r/h/d, recent total restoration, built 318 CI, 3-speed auto, black leather interior, offers around **£20,000**

Tel. 07747 804202. Suffolk

PONTIAC



1969, owned 43 years, garaged, full matching nos, original condition and full documentation from new, **£25,000 ono**

Tel. 07770 223674 or 01843 654756. Kent

PONTIAC BONNEVILLE



1976, Brougham, 4 door, pillarless, of special interest to serious collectors, 929 orig miles, time capsule, 400 CI V8 engine, W/4BBL, a/c, cruise, white vinyl roof, **£18,000 ono.**

Tel. 07434 398404. Staffs

PONTIAC BONNEVILLE



1967, 400ci, full MoT, 4-dr pillar less hard top, stunning paint, excellent chrome, original gold interior, June CA feature car, **£17,500**

Tel. Steve 01202 896572; 07742 435016. Dorset

PONTIAC CATARINA



1953, Milano and laurel green, Straight Eight, lovely car, **£17,995**

Tel. 07757 831688. Surrey

PONTIAC FIREBIRD



Excellent condition, original throughout, 3 owners from new, 88k miles, always garaged only driven on dry days, owned for past 9 years, selling due to new project, **£3999 ono**

Tel. 07553 271089. W Sussex

PONTIAC FIREBIRD



1989 Trans Am, one owner car, full s/h, only 39k, factory 5.7L Corvette engine 235cv, stunning, almost as new, stock of new parts, blue with grey interior, **£14,500 ovno**

Tel. +335 6297 2490. London cedricphilp@yahoo.com

PONTIAC GRAND PRIX



1969, unique car designed by John DeLoreans which got Car Life Magazine's 1969 Engineering Award, the only one in UK, featured in Classic American Nov 2014, MoT until Apr 16, **£16,500**

Tel. 07801 989467; 01745 571780. N Wales, Cwyd

PONTIAC TRANS AM WS6



2001, with ram air hood, 5.7 ltr V8 LS1, imported in 2004 by current owner, auto, black on black, 63k miles, 4 brand new Cooper tyres fitted, Wings West front spoiler, Koni on car adjustable shock absorbers, GMMG exhaust, Alpine sub & amplifier, custom mats & headrests, stainless inserts & mesh, **£11,000**

Tel. 01787 277447. Suffolk

SALEEN S281SC



Supercharged Mustang, 2005, v rare rare, black, JDM Stage 2, upgrade to 520bhp, 40k, chrome saleen 20" wheels, 14" brakes, charcoal leather, beautiful stunning car, **£18,950**

Tel. 07967 548780. Northamptonshire

SPARTAN CAMPING TRAILER



Rare, 1950, Spartanette 24, 24ft, all orig, new mechanicals, all construction, great all birch interior, solid, w/proof, sep bed, full kit, ready to tow, **£17,000 obo**

Tel. -144. France

STUDEBAKER ROADSTER



1926, imported 2 yrs ago from California, exc paintwork, rechromed, 6 cyl engine, 3 sp trans and optional 4 wheel, hydraulically assisted brakes, UK reg, **£32,000 p/x considered**

Tel. 01454 313194. Avon

THUNDERBIRD CALIFORNIAN



Stunning, 1963 show car, one of the most beautiful Thunderbirds in existence, candy paint with the lowest of the low air-ride this car is breathtaking, t&t, **£19,995**

Tel. 07725 524321. Dorset

WINNEBAGO BRAVE



1971, 2013 completed nut and bolt rest, body of chassis, new complete interior oak wood, sat TV, two heating systems, full size shower and toilet, thousands spent.

Tel. 01243 866656. W Sussex



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For sale

BUICK RANGE 1972, dealership colour and trim showroom presentation album, paint samples, fabric swatches, accessories and options, stunning rare book. Tel. 07815 107911. W Sussex.

CADILLAC 1960, looking for l/h and r/h far bumper sections (i.e. enclosing rear lights), in reasonable condition if possible. Tel. 0141 9430774. Glasgow.

CADILLAC FLEETWOOD Sedan auto, new MoT, 71k miles, with history, leather, new battery, very reliable, smooth V8, p/x considered, £3995. Tel. 01384 823222; 07950 398750. W Mids.

CAMARO 67SS Convertible, a/c, 350 engine, many new parts, centre line rims, euros or clever ofert . cash! €60,000or clever offers - cash! Tel. 346 49888423. Spain. jocaal@hotmail.es

CHEVY BLAZER 4.3 auto, black with gold egaleon bonnet, 64k, MoT, new general service, new rear springs, new rear shocks, new drive belt, runs lovely, £1400. Tel. 07958 143337. Hants.

FORD GALAXIE 500 1959/60, Sunliner or Starliner. Tel. 07775 625162. Bristol.

FORD LINCOLN 1954, for spares, complete car, V5 and reg on Sorn, good chassis for hot rod, £900 ono. Tel. 07941 414504. S Yorks.

FORD MUSTANG 1966 coupe for sale, rust free, excellent runner, with a 4.7 ltr V8, could do with respray or ready to use as it is. Tel. 07778 526154. Hants.

FORD THUNDERBIRD 64, complete front hub/brake assemblies with brand new drums, wheel cylinders, shoes and flexes, have now gone for disc brake conversion, £250. Tel. 01622 716839. Maidstone, Kent.

HESKETH V1000 Candy red metallic, new, unregistered, unused, one of the last to come out of Easton Neston in 1983 (with mods), a true collector's motorcycle, possibly the only new unused one that exists. Offers in the region of £30,000 p/x or swop considered. Tel. Gwen 01495 759234.

LINCOLN MKX 2012, (new model), every option, owned since new, shipped over from Canada and reg to drive in UK, low mileage, no accidents, largest sunroof of any passenger vehicle, touch screen and slide technology, handsfree bluetooth connection and Dolby surround sound, keyless entry, remote start, new tyres, £32,975 ono. Tel. 074000 75206. Lancs. jfkay1@gmail.com

MODELS 1949 FORD convertible, yellow, £30; Ford F150 pick-up, £15; 1956 Thunderbird Streetrod Schuko, £15; 2000 Lincoln Stretch Millennium Edition, £30; others. Tel. 01509 239546. Leics.



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PACKARD D22 1947, r/h/d, 8 cyl, complete dismantling has taken place, rear axle, brakes, transmission steering, new and rebuilt front suspension, body removed to be done, new seats, plenty more to list, reg no and log book, open to sensible offers. Tel. 01295 770579. Warks.

TAMIA KING HAULER fully built 6x4 American artic truck & trailer, c/w batteries, charger, instructions, all parts left from lots of upgrades, too many to list, aircraft quality controller with batteries and charger, the whole truck is top spec, lights, sounds, 3 speed g/box. A few scuffs from use but works very well. Picture via email, any trial. £595. can post. £595 can post. Tel. Alan 01872 575140. Cornwall.

TRIUMPH ROCKET III Touring, 2008, low miles, superb colour combination, blue/silver, recent tyres and brakes, loads of extras, consider p/x for Dayvan or decent Yank, why or sell, £8995. Tel. 07950 398750. W Mids.

Parts for sale

4 HERCULES MRX TYRES size 205/70/15, with a 17mm white band. Tyres have done approx. 600 miles and are in excellent order, £200. Tel. 0151 5122505. Cheshire.

4 LINCOLN TOWN CAR WHEELS tyres, two radio cassettes, Old Lincoln town car, offers; 4 chrome wheels and tyres, offers; size 245/45/ZR18/100/ over 1000 car magazines, offers. Offers. Tel. 01206 382494. Essex.

4X4 TYRES new, unused; 2 x general 32 x 11.50 R-15 L/T, M/S R.W.L., £45 each; also several American 14" and 15" tyres, very little wear, £25/£30 each. Tel. 01253 882781. Lancs.

C3 CORVETTE rear spoiler, finished in bright red, great condition, c/w all fixings, has been shaped to fit my car, but will fit another similar car with a bit of fettling, only £50. Tel. 07549 206531. N Yorks.

CHEVROLET 1967, front bumper, grill, hood trim, lights, selling collection, Cadillac Buick, Olds, Imperial, T-Bird, Lincoln, hub caps, £25. Tel. 01254 231708. Lancs.

CHEVY, FORD, ALL METAL sun visors, to fit Chevy 1950 Apache split screen, an 54 3100 Ford F1 Series 1949-52 and 53-56, Chevy Belair 1950-54 and 54-57, all visors come in etch primer and have fittings, £190 plus £25 post. Tel. 07792 410094. W Yorks.

DESOTO STEERING WHEEL '50s steering wheel, centre and horn ring, excellent chrome, copper coloured, Desoto Coat of Arms in centre, also one hub cap, £50. Tel. 01254 231708. Lancs.

DODGE DAKOTA In channel window deflectors, 1997-2004, £30 plus postage. Tel. 01252 705024. Surrey.

DODGE DAKOTA medium grey cut pile carpet, (new in box), 97-04 single cab, £120 plus postage. Tel. 01252 705024. Surrey.

EXHAUST MANIFOLD Ford 1960-1968 352-390, 428 engine fits r/h/d perfectly, some other new parts also. Tel. 0207 2298757; 07891 872462 for details. London.

FAN BLADES 6-bladed, metal, for a flathead V8 Ford Mercury, £40; a few other bits. Tel. 079520 98392. Northants.

FLAT HEAD ENGINE wanted, 218ci, 6 cylinder, for a 1949 Plymouth. Tel. 07753 380789. Herts.

FORD LTD HUB CAP 1971, 15" stainless steel, Ford badge in centre with Ford Motor Co around outer fluting, painted black, good condition, £15. Tel. 01254 231708. Lancs.

FORD MANUAL 4 speed gearbox (top loader type) removed from 1965 Ford Falcon, in good condition, bell housing, flywheel, clutch and fork, speedo cable, Hurst gear lever, everything you need, £1000. Tel. 07837 985973. Worcs.

FUEL PUMP FOR 1999 Jeep Cherokee 4 ltr petrol, almost new condition, used for 8 weeks only, £175 ono. Tel. 01985 300177. Wilts.

LINCOLN WINDSCREEN 1974, 1970 Mk 3 windscreen, £50 each; Lincoln window motors, £30 all good. Tel. 01526 342003. Derbys.

MOPAR HOOKER HEADERS Big Block, including gaskets and bolts, brand new. Tel. 07973 187350. W Sussex.

PAIR ARM RESTS (new), Carmine red, will fit Chevy truck/Blazer/Suburban, 1977-1980, £80 plus postage. Tel. 01252 705024. Surrey.

PAIR SEAT BELTS Carmine red, (new), they will fit any truck, Ford, Chevy, Dodge, 50s, 60s, 70s, 80s, they bolt straight to the floor, £120 plus post. Tel. 01252 705024. Surrey.

PARTS: LS6 BIG BLOCK CHEVY alloy heads, new crank, alloy rocker covers, pistons and rods, sump, water pump, £1000 no offers; plus pair Weland high rise manifolds, Offers. £1000 no offers. Tel. 07941 414504. S Yorks.

PONTIAC FIREBIRD 2001, Trans Am, 17 wheels, excellent condition, 2 # with near new tyres, 2 # with 3-4mm, believe will fit Third Gen maybe others, £500; also new s/s l/t headers for LS1 motor for a 99 car I think, £185. Tel. 01787 472879. Essex.



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Full subscription rates (but see
page 20 for offers): (12 months
12 issues, inc post and packing) –
UK £52.80. Export rates are also
available – see page 20 for more
details. UK subscriptions are
zero-rated for the purposes of
Value Added Tax.

DISTRIBUTION
COMAG, Tavistock Road, West
Drayton, Middlesex UB7 7QE.
Telephone 01895 433600

PRINTING
William Gibbons & Sons
Wolverhampton

ON SALE DATE Classic American is on sale the
third Thursday of every month. **NEXT ISSUE February 18**

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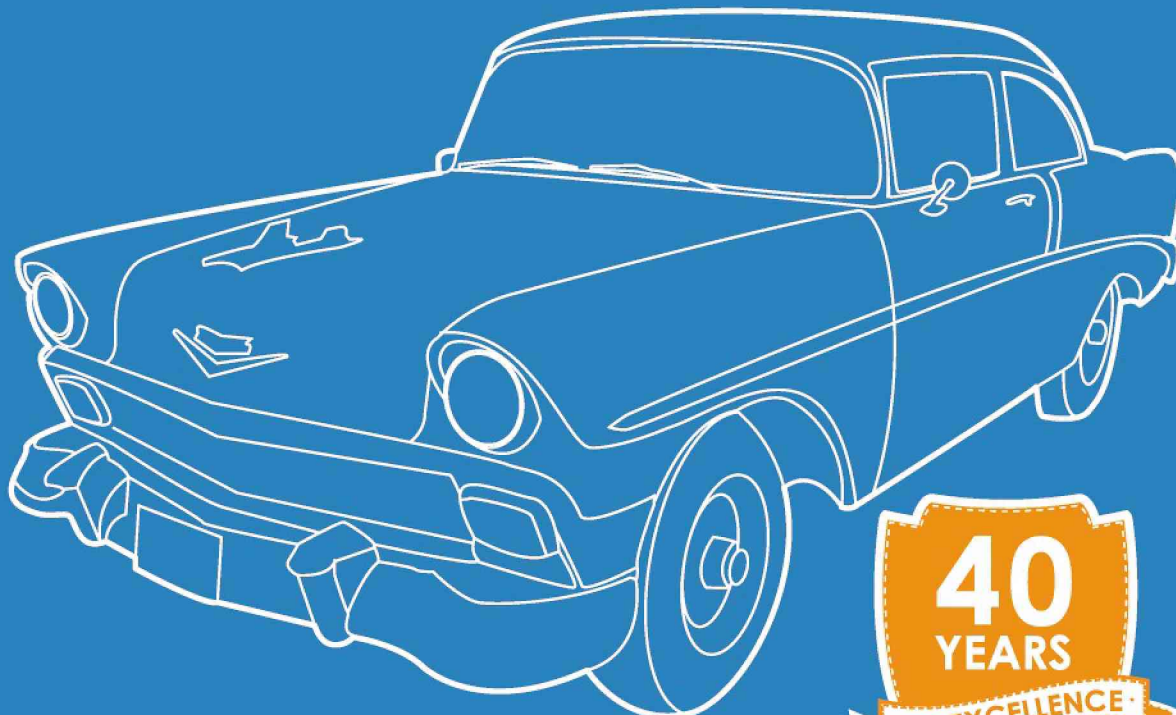
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